

BALTIMORE & OHIO MAGAZINE



Design and Cut by courtesy of RAILROAD MAGAZINE

THE LAFAYETTE, 1837. First B&O locomotive to have horizontal boiler. The replica, built for the B&O Centennial, 1927, was named WILLIAM GALLOWAY, in honor of engineer-grandfather of B&O's then operating vice-president. This type locomotive was called the "One-Armed-Billy"

SEPTEMBER

1942



Rebuilding a coach is a complicated task requiring many kinds of workmen. Above—Left: Whitey Engel and George Clifton prepare for installation of double-windows that will insulate the air-conditioned car against out-of-doors weather. Center: Painters Bob Rudolph, Mike King, Sam Wright and Ben Reiman set to work to make the car shine like new. Right: John McCubbin adds the final touch outside

“Keeping ‘Em Rolling”

THE heavy passenger burden that the war effort has loaded on the railroads is felt no less in the repair shops than it is in the operating department.

Shopmen are carrying a heavy portion of the burden. Traveling almost continuously with full passenger loads, coaches and other passenger cars soon begin to show the effects. Upholstery becomes worn, floor carpets become shabby, paint chips and gets dirty.

Now, more than ever before, the hard-working passenger coach needs its day in the shop at frequent intervals. Overhauling passenger equipment is no simple task, as the photographs on this page indicate.

But the car shopmen have other tasks, too. In addition to the overhauling of equipment in use, the car shops are getting

out old cars, modernizing them and installing improved lighting and other features so that they can carry part of the extra passenger burdens.

In addition, in accord with a policy adopted by the Association of American Railroads, the shopmen are kept busy converting luxury cars into equipment that is capable of accommodating more passengers. Already on the B&O six lounge cars have been converted into coaches, two cafe-parlor cars have been transformed into diners and thirteen other older coaches of the 4200 series have been remodeled so as to increase their seating capacity from around seventy to one hundred passengers.

“Keeping ‘Em Rolling” is a big job—but not too big for B&O shopmen.

Well-upholstered reclining seats make for comfortable riding. Left: Upholsterers Maurice Cook, Steve Shiner, Charles Folks, John Webster, Ed Gardner, Joe Gurcsik and Tom Backus make the seats. Right: Car Repairmen Carson Fitzwatter, George Cox and Ed Wasmuth fit them in the car. Photographs on this page were made at Mt. Clare, Baltimore, by Frances Di Gennaro



Baltimore & Ohio Magazine

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"Oil for the Lamps of Freedom"

THIS title for the cover of the April issue of the MAGAZINE was the suggestion of Assistant Editor Carroll Bateman. That it was a good one is suggested by the use made of it by Earl Godwin, famed Washington commentator of N.B.C. Mr. Godwin was giving the Washington scene in the Red Network's evening round-up of news from various world capitals, and in referring to the shortage of petroleum products, he said, in part:

"The good old American railroad man enters the picture and starts a plan to use 30,000 railroad tank cars which if moved efficiently, will carry almost as much gas into the East as the tanker fleet used to bring by sea. . . and so there is light in respect to oil for the lamps of freedom . . . as the Baltimore & Ohio MAGAZINE calls it."

Thanks, Mr. Godwin. And the railroads are handling these cars efficiently—right now to the tune of more than 800,000 barrels a day.

Baltimore and Ohio Magazine, September, 1942

Crossings

IN JAVA, we learn from *Modern Transport*, a London publication, there are two principal railway gauges, one set of mainline tracks being 3' 6", and the other 4' 8½". And just to add to the complication, some of the "secondary" lines are 2' 0". What a jam the U. S. A. would be in today were it not for our standardized gauge, making possible a complete interchange of rolling stock. We can thank foresighted rail planners for that. It is comforting, also, to know that, if the Japs must have Java, they also have the headache of trying to carry on rail transport over three different sizes of tracks.

v-v-v-v

IT WAS AUGUST 18, 1942, but for a few awe-struck moments the engineer of a Sante Fe train east of Crowell, Tex., was rather afraid that he had stumbled into the fourth dimension and landed in the previous century. There he was highballing along, when a herd of stampeding buffalo appeared in the distance on the right-of-way. It might have been a mirage, but being a conservative chap, the engineer wasn't taking any chances—he threw on the brakes. After some delay, it was learned that the herd had escaped from a nearby ranch, and section hands rounded them up. Old-timers on the railroad said it had been at least twenty-five years since a buffalo stampede had stopped a train.

v-v-v-v

FROM THE FIRST, railroading has been an intriguing business and, as it has always provided a wealth of subject matter for writers, a whole field of publications has been built up around it. The B&O was only sixty miles long—running from Baltimore to near Frederick, Md.—when the first railroad magazine appeared, on January 2, 1832. It was called *The*

American Railroad and Advocate of Internal Improvements, and it was published by D. Kimball Minor, of New York, "to diffuse a more general knowledge of this important mode of internal communication," as he explained in the circuitous language of the times. A file of this journal has been found in the large and valuable library of the late Dr. Gordon Claude, of Annapolis, Md.

v-v-v-v

A NEW KIND of coal mine is now being operated near Wheeling, W. Va. A company is dredging coal from the bottom of the Ohio River, and about 700 tons a day are being produced by this novel method. The operators believe there is enough coal in the river bed seam to keep them busy for ten years.

B&O Helps U. S. on Moving Days

THE Federal government, anxious to move as many U. S. bureaus as possible out of over-crowded Washington, has called on the B&O again and again to help solve its moving problems.

To date, according to John H. Hague, the B&O's general freight agent in the Capital City, the B&O has helped to move nine different agencies, involving a total of 371 carloads of material and equipment, or some 13,308,770 pounds.

The moving of the first of these agencies, the Rural Electrification Administration, was described in the May issue of the B&O MAGAZINE. The complete list of agencies:

No. Cars	Agency	Destination
40	REA.....	East St. Louis, Ill.
30	FSA.....	Norwood, Ohio
102	RRB.....	Chicago, Ill.
73	FCA.....	Kansas City, Mo.
2	RS.....	Denver, Colo.
20	FDIC.....	Chicago, Ill.
9	SSB.....	Chicago, Ill.
64	BPD.....	Chicago, Ill.
31	BIA.....	Chicago, Ill.

REA—Rural Electrification Administration.

FSA—Farm Security Administration.

RRB—Railroad Retirement Board.

FCA—Farm Credit Administration.

RS—Reclamation Service (U. S. Department of Interior).

FDIC—Federal Deposit Ins. Corp.

BIA—Bureau Indian Affairs (U. S. Department of Interior).

SSB—Social Security Board.

BPD—Bureau Public Debt (U. S. Treasury Department).

"Every four seconds throughout the day and night a freight train starts on its way in some part of the United States."



Drawn for Office of War Information

HOMES FOR SALE!

THE SAVINGS FEATURE still has some desirable properties at various locations. They are reasonably priced and can be purchased on favorable terms. Only a small down payment is required, and monthly instalments thereafter may be no more than you are now paying for rent.

For information regarding prices, terms, locations, etc., apply to:

J. B. HILL, Building Inspector, Baltimore, Md.

G. SPATH, Building Inspector, Clarksburg, W. Va.

or

W. M. KENNEDY

Superintendent Relief Department, Baltimore, Md

B&O Shops Build Parts for Ships

SUPPLEMENTING its contribution of fast and efficient transportation to the nation's war effort, the B&O has entered into actual war-production, and its shops are now turning out parts for the engines of the "Liberty Ships" being built at the Bethlehem-Fairfield Shipyard in Baltimore.

Acting in accord with a national program to utilize railroad shops for war production, the B&O shops in the Baltimore area are now working on a sub-contract to machine "crosshead guides" and "guide plates" from rough iron castings. These parts are used in the vertical triple-expansion marine engines which propel the emergency cargo ships.

The national program was developed jointly by railway managements, rail labor groups and Federal government agencies. The B&O production, like similar work being handled in railway shops throughout the nation, is done by the B&O on a non-profit basis. The work is handled under a sub-contract with the Ellicott Machine Corporation of Baltimore, and the first products from the railroad's shops were delivered on July 15.

The railroad shop program received the "go" signal in May, following a series of conferences between representatives of the Association of American Railroads, the War Production Board, the Office of Defense Transportation, the War and Navy Departments and the railway shop labor groups.

At the time the plan was adopted, Joseph B. Eastman, director of ODT, estimated that it would affect seventy-five major railroad shops and more than 400 smaller shops, employing in all some 150,000 men. The war work is sandwiched between the vitally necessary railroad repair and production jobs that the shops are called upon to perform. In manufacturing the war materials, railroad shop employees work under their existing agreements covering working conditions and rates of pay.

Mr. Eastman has said of the plan:

"The federated railway shop crafts are to be commended for this highly coopera-

tive and unselfish spirit in our war effort. The willingness of railroad management to meet these requirements of the war program is another demonstration of the manner in which the railroads are facing the war emergency."

In addition to the production of the marine engine parts, B&O shops in the eastern part of the country have done other work for war industries. Most of this has been the repair of locomotives, cranes and other equipment owned by the industries themselves.

Two S. I. Employees Honored

OFFICIALS of the Staten Island (N. Y.) Community Chest have commended the leaders of the Industrial Division of the 1942 charity campaign there, two of whom were B&O men, because they exceeded their goal of \$13,000. The Industrial Division collected a total of \$15,045.61. The B&O men who helped direct this divi-

sion were Assistant Master Mechanic E. L. Brown, of St. George, and James A. Collins, Staten Island Railroad employee and president of the Federated Shop Crafts Local No. 137.

Mr. and Mrs. R. L. Harbaugh Mark Golden Anniversary

R. L. HARBAUGH, retired B&O shop man, and his wife, the former Miss Anna Richey, celebrated their fiftieth wedding anniversary on June 30. The Harbaughs live in Pittsburgh.

Mr. Harbaugh began working for the B&O at the Glenwood Shops in 1891 and retired in 1937. Mr. and Mrs. Harbaugh have two children living. Frank, a son, has worked for the B&O for thirty years in the Glenwood Back Shop.

Air Freight Ton-Mile Cost Would be Fifteen Times Rail Rate

IF THE airlines in the United States in 1940 had operated their planes in freight instead of passenger service, the net ton-mile cost of operation would have been more than fifteen times as much as the net ton-mile revenue of the railroads in the same year, according to a survey printed in the *Wall Street Journal* recently.

The estimated ton-mile cost of operation for air freight was 14.9 cents, while in the year 1940 the net ton-mile cost for rail freight was less than one cent. The survey was made by Clarence Roberts, of Philadelphia.

Am I a Saboteur?

Yes, if by absenting myself from my work unnecessarily I slow up production. And this is likely to be the case now because of the shortage of manpower.

Times Reports No Port Congestion

"DESPITE the persistent recurrence of reports that cargoes waiting for shipment are congested in American cities, inquiries disclosed last week that conditions in New York as well as in other important ports on the Atlantic Seaboard are excellent," the *New York Times* recently reported.

"The movement of cargo through this port (New York) is increasing steadily every week as the American production machine reaches high gear and the volume of lease-lend shipments mounts," the *Times* article continued.

"Shipping and rail officials asserted that the ports are being kept liquid by careful control of rail movements from inland points, achieved through licensing systems and by constant and careful scrutiny of ship loadings by experts of the Maritime

Commission, who insist whenever possible on full weight and cubic loadings.

"During the month (of April), 1,189,675 tons of cargo were lightered here (New York), of which 972,814 tons were moving for export."

The article went on to explain how the false reports of congestion have arisen: "It is believed in the trade that one reason for the reports of congestion is the fact that many commuters daily pass areas where export cargo is stored in what officials call their 'bank' for future shipments.

"The units of these 'banks' are lifted and disappear into the eastward sea lanes regularly and other units replace them, but to the vigilant amateur, speeding in to work on the 8.15, it appears that long rows of valuable merchandise for which he has paid, lie deteriorating for want of ships and for want of good management."

Switched from a Side Track

By H. IRVING MARTIN

It may be just a passing word,
A handclasp, touch or smile,
Or just an old, old tale that's told
To ease a long, last mile.

Whate'er it be, come glean with me,
We'll load our cars up high—
Then we shall rest and dream the while
Our trains of thought go by.—M.T.S.

Just a Book of Rules

"WHY is a Book of Rules?" says the trainman to himself, as he thumbs the pages of the manual so kindly handed to him by the management of the railway. He answers his question by saying, "Rules stand for Safety in operation—above everything else." Rules are plain in the Book of Rules and need little interpretation. A distinguished senator at Washington thumbed his copy of Jefferson's Manual, and asked himself the question, "What is the Constitution?" and some wise chap answered him by saying, "The Constitution is what the judges say it is."

Then the distinguished senator asked for an interpretation of a paragraph in Section 5 of Article 1 of the Constitution of the United States, that Book of Rules which was made for the preservation of Safety in the operation of the republic. He read, "And the yeas and nays of the members of either house on any question shall, at the desire of one-fifth of those present, be entered on the journal."

The senator found that is a rule which requires an interpretation by the presiding officer. Unlike the railroad man, he got nowhere and went out of the discussion just where he came in. He was told that "one-fifth" does not mean one-fifth of those present, but not less than one-fifth of a quorum, and a discussion was started which is recorded in several pages of the Congressional Record at \$50 a page.

Luckily for the trainman, his Book of Rules does not have to depend upon the absence or presence of a quorum, charged with the preservation of the American Union; neither does a "safe" railroader need an interpretation of Rule G.

One of the young pupils of a certain school was writing a composition on Whittier. In it he said: "Whittier was a very good man. He had very many fast friends. Among the fastest of them were Alice and Phoebe Cary."

She concluded her discourse, as she presented the orange to her attentive though bewildered pupil, by saying: "So you see, my dear, it is now night in New Zealand."

"Yes, yes," said the little pupil, impatiently, "but what night—last night or tomorrow night?"

Miss Dorris Cromwell Weds R. M. Church

MISS DORRIS PENNOCK CROMWELL, daughter of H. T. Cromwell, general foreman at Pittsburgh, was married to Robert M. Church, of Tulsa, Okla., on August 29 at Pittsburgh.

Their engagement was announced at a luncheon in the Belvedere Hotel, Baltimore, on May 23. The luncheon was presented to Miss Cromwell by her grandfather and grandmother, Mr. and Mrs. Oliver C. Cromwell, of Baltimore. Mr. Oliver Cromwell was formerly assistant to the chief of motive power and equipment for the B&O, and is now retired. The bride's great-grandfather was A. J. Cromwell, former general superintendent of motive power for Eastern Lines.

The bride is a graduate of the Maryland Institute, and Mr. Church an

honor graduate of Carnegie Tech, in Pittsburgh, who is now with the Carnegie-Illinois Steel Co.

Congoleum-Nairn's Americana Rug Features "Tom Thumb"

READERS of the MAGAZINE may have seen the advertisements in color published by the Congoleum-Nairn Rug Company and featuring their new Americana Gold Seal rug. As the name implies, the designs on this rug represent well-known landmarks from American history.

The "Tom Thumb" and its directors' car is given a prominent place in the center of the rug. A locomotive of a later period is shown, and such other items as a clipper ship, Conestoga wagon, Concord coach, old-fashioned fireplace and stern-wheeler river boat.

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Kansas City Snapshots



1. Warehouse Department. Top row: Guy, Unknown truck driver, J. Cunningham, Kulenski, M. Cunningham, Field. Lower row: Sanders, Poje, Smith, Kirkman, Pool, Dogantzis, Cullison. 2. Car Department. Standing: Leathers, Loksik, Kurelac, Kezele, Marksbury, Kane, Shepherd, Zeephath, Long, Joia, Oliver, Boske, Proctor, Nord, Wade, Wilkes, Morgan. Kneeling: Ekstam, Johnson, Montalto, Albrecht, Grosko, Zager, Carriddi, Brown. 3. Roundhouse crew. Standing: Doran, Payne, Laurey, Duckett, Noonan, Bauman, Washington, Davis, Childers, Hlatfer, Moeller, Butner, Guile, M. Kirtley, Lynch, Wetton, Ekstam, Vanduke, Doyle, Lyday, H. C. Kirtley, Motzel. Front row: O'Connor, Nell, Wehrer, Olson, Smithier, Johnson, Fernery,

Whalen, Holland, Sigman, Lewis, Sise, Folz. 4. Car Department: Long, Albrecht, Wilkes. 5. Chief Dispatcher's Office: Peters, Ireland, Riley, Gowin, Farrell, Branscon. 6. Local Freight Office. Seated: Dosha Brown, O'Nan, Cullison, H. Rockers, Nancy Hunt. Standing: Peck, Stone, Raynor, Tafi, Hancox, J. Rockers, Evans, Halula. 7. Building, Bridge and Paint Department. Standing: Munckton, Sigmund, Helwig, Maddox, Wilson, Funk, Murphy, Sennett. Front row: Rimbe, Edwards, Johnson, Sinnott, Robinson, Herring. 8. Assistant General Freight Agent's Office. Seated: Beulah Rosengreen, Walkmeyer, Marguerite Turgeon. Standing: Brown, Pagem, Coon, Garrott, Maier, Mims, Peeples, Dick, Poettgen



BALTIMORE & OHIO MAGAZINE

VOL. XXVIII—No. 9

Published monthly at Baltimore, Md., by the Baltimore and Ohio Railroad to improve its service to the public and to promote efficiency and community of interest among its employees

SEPTEMBER, 1942

Russell L. Snodgrass Made Vice-President

*Former Assistant General Counsel of RFC Named
B&O Executive on September 1*

RUSSELL L. SNODGRASS, assistant general counsel of the Reconstruction Finance Corporation, became vice-president in charge of finance of the Baltimore and Ohio Railroad Company on September 1.

Secretary of Commerce Jesse H. Jones expressed regret that Mr. Snodgrass was leaving the RFC, but said he was glad that he was to become an executive of the B&O. Mr. Jones said Mr. Snodgrass had been notably successful in his work for the RFC and was taking with him an experience which should be of great value to the B&O.

Mr. Snodgrass was born in Young's Cove, New Brunswick, Canada, August 4, 1898. He received his B. A. degree from the University of New Brunswick in 1918, an LL.B. degree from Dalhousie University at Halifax, Nova Scotia, in 1925, and in 1926 received his S.J.D. from Harvard University.

He served with the Canadian Expeditionary Force in 1918-19, then taught in Canadian schools until 1923. He became a citizen of the United States in 1931, was admitted to the New York Bar in 1932, and later to the bar of the Supreme Court of the United States.

He was with the law firm of Winthrop, Stimson, Putnam and Roberts, of New York City, from 1926 to 1932, and then became counsel on the staff of the RFC. He was appointed assistant general counsel in 1935, and was for a time in charge of the liquidation of loans to banks, insurance companies and building and loan associations. Later he became reorganization manager

of the Wabash Railroad Company, and of the Chicago and Northwestern Railway Company, and he has had an active part in nearly all major railroad reorganizations now pending before the Interstate Commerce Commission and the Federal Courts.

Mr. Snodgrass "bit his teeth into the law," as he expresses it, when the firm with which he was connected in New York was handling a big railroad case. This, coincidentally, was for the Central Railroad of New Jersey when Mr. White, who is now our president, was its president.

Mr. Snodgrass is a director of the Export Import Bank of Washington, of the Metropolitan Casualty Insurance Co. of New York, the Globe and Rutgers Fire Insurance Co., and the First Trust & Deposit Co., of Syracuse, N. Y.

He is married and has two children, a boy of three and a girl one year old. His father and mother are still resident in Young's Cove, where the elder Snodgrass has been a merchant for many years. Young's Cove is situated on Grand Lake, in the central part of the province of New Brunswick, in the heart of one of the finest game countries on the North American Continent, and Mr. Snodgrass has been a hunter since his boyhood.



RUSSELL L. SNODGRASS



Screen star Loretta Young, surrounded by Mt. Clare shopmen, signs their receipts for war bonds after a hearty reception at the shops

Loretta Young Blitzes Mt. Clare with Bonds

LOVELY Loretta Young, movie star and star bond salesman for Uncle Sam, advanced upon Mt. Clare Shop forces, July 29, and dropped a "bomb" for Victory. Wearing a print frock, blue hat and gloves, canary slippers and an orchid on her shoulder, she took Mt. Clare by storm, captured more than two thousand hearts, set fire to enthusiasm, and "collected" for Victory to the tune of \$10,000 in war bonds.

When word came from Walter Ruth, state administrator of the War Savings staff, that the popular movie star wanted to visit our Mt. Clare Shops, Superintendent of Shops Bill Eyerly, "threw open the gates," and Loretta came, saw and conquered!

For months our shopmen had been purchasing bonds—some through payroll deduction orders, others by cash. Already Joe Gutberlet, assistant chief clerk in the General Motive Power Office, had done a fine job of selling bonds—especially on the payroll deduction plan. And Miss Young's appearance at a time when shifts were changing, he knew, would do much toward this end. He set the scene. Miss Young was scheduled to arrive at 3.20 p. m. At 3.19½ p. m. the Arlington Avenue gates were thrown open and her car approached the grandstand. By 3.20, when the Mt. Clare whistle blew, many of the men, excited a few minutes early, had already gathered. Faces smudged but smiling, they waited expectantly. Nor were they disappointed. They got a good view of the Loretta Young.

When the whistle ended, Richard Meginnis, Passenger Traffic Department, was at the microphone to sing "The Star-Spangled Banner." Although scheduled as a soloist, he had not proceeded very far before the crowd joined in. The spirit of patriotism had gripped everybody.

Mr. Eyerly challenged his men to purchase bonds and stamps—and introduced State Administrator of War Savings Staff Ruth. Mr. Ruth greeted the men and said he hoped that the B&O would be among the first of the big railroads of our country to go over the top 100 per cent. Mr. Eyerly then introduced Harry Doyle, president of System Federation No. 30, and Superintendent Motive Power and Equipment A. K. Galloway, who appealed to the audience to purchase more bonds, and preferably through payroll deductions. He stated that ninety-eight per cent. of the Motive Power Department at Mt. Clare already had purchased bonds.

"Next to this job of ours as railroad men," Mr. Galloway continued, "is that other job that we share with all other wage earners in the United States, namely, the support of our country in the greatest spending program any country ever had. Wiser heads than ours in Washington tell us that we ought to invest a billion dollars a month in war bonds and stamps. We ought to do it for two reasons: 1. Because as American citizens we should underwrite a large part of the money our country must borrow; 2. Because we cannot spend this

money we put into the Government's war securities for civilian goods, and this will help prevent inflation and keep down the cost of living.

"Hundreds of thousands of Americans are making great sacrifices for our Country in this her hour of need. Other thousands have sacrificed greatly on the home front. Among those are the motion picture stars. They have given their time and effort without stint for entertaining, for fund raising, for the success of the war bond campaign. We are most fortunate in having as our special guest today Miss Loretta Young, one of the most charming of our heroines of the screen. Miss Young, we have often admired you in roles that we have seen you play so well, but our admiration is greatest for the role you are now playing in behalf of our country."

Mr. Galloway gave Miss Young a corsage of war stamps and told her how the corsage idea had originated with our Stewardess-Nurse Mary Tershel, of Chicago.

"I would like to shake hands with every one of you," Miss Young told the men. And the shopmen looked as if they wouldn't mind it either.

"There are two kinds of Americans," she said in part. "Some of us give our lives; others give what we have . . . Just imagine our country wants us only to *lend* the money! It wants to *give it back to us*, with interest. It is just the same as if Uncle Sam said, 'Buddy, lend me a dime out of your dollar.' . . .

"You have seen the slogan 'Keep 'em flying.' We have a new one. 'We'll keep 'em flying if we keep 'em buying.' . . . Let's live up to our new slogan. Let us all begin today to become 100 per cent. Americans—and you know what that means!"

Miss Young announced that she would be seated at a table back of the platform to meet the men personally, to shake hands and to autograph their orders for bonds.

Seated at the bond sales table with Miss Young after the ceremonies were Gladys Millar and William Ball, both of our Treasury Department, and Irving Stauffer from Hollywood. Mr. Stauffer is a Government Victory Bond sales representative. Miss Young and these three worked unceasingly, with scarcely time to breathe. The movie star's pen must have written a mile of signatures as the shopmen responded nobly to the call. What a day! And what a grand job—well done—for victory!

Bonded!

B&O agents are BONDED. They handle, and are responsible for, large sums of money.

Every American outside the armed forces should now be BONDED. He or she is responsible for carrying this share of the war load. Who does his utmost to buy war bonds is bonded to the fellows out front, who may have to invest their lives to save Freedom.

In the Heart of the Financial World—



THE WALL STREET FORCE OF THE BALTIMORE AND OHIO

1. Assistant Treasurer W. R. Bixler, head of the B&O's Wall Street Office. 2. Chief Clerk John C. Muhlback, who has been with the B&O since 1907, and Clerk Montague Lorentzen. 3. Transfer Agent Joseph A. Hickman. 4. The ladies of the office: Eulalia Serrate, Janel Munroe, Hazel Remington and Mercedes Serrate

LITTLE known, seldom mentioned, a small B&O office tucked away on the thirteenth floor of one of the skyscrapers in the heart of New York's financial district does an important job for the B&O.

The office, under the direction of Assistant Treasurer W. R. Bixler, is the link between the great B&O system and the people who own its securities.

No. 2 Wall Street, as the office is known, has charge of the transfer of stocks and

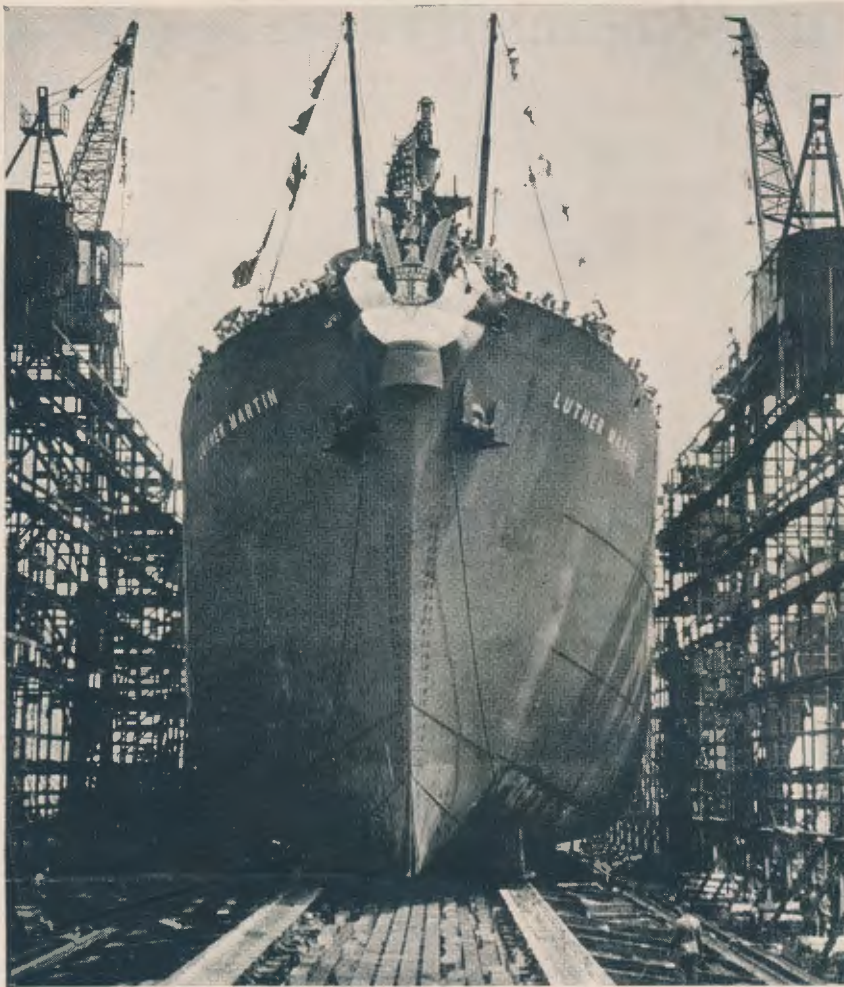
bonds, the registering of bonds, the payment of interest, and the answering of many inquiries about B&O securities.

The B&O, oddly enough, has had an office on Wall Street for the last fifty-three years, and it was moved into this new building at 2 Wall Street in 1933. The office is staffed by only a small number of employees, all but two of them being shown in the accompanying photographs.

The B&O's ordinary fiscal operations

that have to be performed in New York are handled at the 2 Wall Street office at a great saving over the estimated cost of using outside fiscal agents.

One of the important functions of the office is the providing of personal contact with people who have invested in B&O securities. In addition to the treasury office, the Company has several other offices in the same building.



The "S. S. Luther Martin," Liberty Ship launched at Baltimore by Mrs. Charles A. Swartz, Wife of B&O Car Inspector

B&O Mother Christens Liberty Ship

Mrs. Charles A. Swartz, Wife of North Baltimore (Ohio) Car Inspector, is Sponsor of "S. S. Luther Martin"

MRS. CHARLES A. SWARTZ, wife of a B&O car inspector at North Baltimore, Ohio, and mother of five sons, all of whom are serving in the armed forces of the United States, christened one of three "Liberty Ships" which were launched at Baltimore on Independence Day.

Mrs. Swartz was the sponsor of the S. S. Luther Martin, the third of the three ships to go down the ways in the first triple launching to be held at any shipyard on the eastern seaboard.

The Independence Day celebration at the Bethlehem-Fairfield Shipyard began at 10.15 a. m. when the first of the Liberty ships, the S. S. Joseph Stanton, was launched. Thirty minutes later the second ship, the S. S. William Wirt, went down the ways of another dock in the yard, and at 11.30 a. m., the Luther Martin was launched.

The first two ships were launched by

Miss Ruth S. Reece and Mrs. Harmon H. Hoy, both nieces of J. A. Bauslog, district manager of the Maritime Commission for the Baltimore area.

With the launching, Bethlehem officials announced a new Atlantic Coast yard record had been set for the building of a Liberty ship. The William Wirt was launched only fifty-two days after the first piece of its keel was laid. This beat the previous record by six days. The ship christened by Mrs. Swartz also beat the previous record, being launched fifty-seven days after its keel had been laid.

Mrs. Swartz was selected by J. M. Willis, vice-president and general manager of the Bethlehem-Fairfield Shipbuilding Company for the honor of christening the ship after he had learned that all of her sons were in the armed services. The Swartz' sons are: Oliver, thirty-five; How-

ard, thirty-three; Robert, thirty; Dwight, twenty-eight, and David, twenty-five.

Howard and Dwight Swartz, first of the five to enter the armed forces, were drafted early last year. Howard, who was formerly employed with a line crew of the American Telephone and Telegraph Company, was placed in the Army Signal Corps and is now a sergeant. The last letter his parents received from him was dated from "Somewhere in the South Pacific." Dwight is a private, and is at present stationed at Camp Gordon, near Augusta, Ga.

Next to go was Robert who, until his enlistment in the Navy, had been a welder in a San Diego, Cal., shipyard. In the Navy Reserve he was ranked as a first class shipfitter, and is now stationed at San Francisco, Cal.

Oliver, who had been a crane operator at a plant near North Baltimore, then enlisted in the Naval Reserve. Finally, David, who had a civilian pilot's license as the result of taking the C.A.A. training course after working hours, decided to join the Army Air Corps. He applied at Toledo, where he had been living, was examined, passed and sworn in, and is waiting to be called for duty. Although he has a civilian flying license, he must go through the same course of training as those who have had no previous experience.

Robert has been married for four years, David for three, and Oliver was married last winter. Howard and Dwight are single.

Their father, who is sixty-two years of age, has been in the employ of the B&O for nearly thirty-five years, first at Deshler, Ohio, then at North Baltimore. The family moved to North Baltimore in 1918.

Mrs. Swartz was accompanied here by her husband and her oldest son, Oliver, who had been sworn into the Naval Reserve as a machinist first class and who had received his orders to report for duty on July 13. Oliver's wife also was present for the launching.

North Baltimore, where they live, is on the B&O main line between Akron and Chicago.

(Since this was written, Robert Swartz has left the U. S. for overseas duty, and Oliver has been transferred to Norfolk, Va.)



Mrs. Swartz about to smash the bottle of champagne against the bow of the ship

War Bonds—

And What They Buy

ON THIS page are pictured five good reasons for joining the "Ten Percent Club." Are you a member?

The club, as you should know by now, is composed of loyal Americans who are contributing ten per cent. of their income to the purchase of war bonds and stamps. The most convenient way to make these purchases is through the payroll deduction plan.

Take a look at the figures on each picture and you'll see why Uncle Sam has to sell just as many bonds and stamps as he possibly can. At the upper right is a U. S. bombing plane. Its cost is around \$210,000. Below that is a pursuit ship, for which the Army puts up about \$55,000.

Machine guns cost anywhere from \$500 to \$3,000, depending upon their calibre and the use to which they are put. Machine gun ammunition costs money, too, and the Army needs plenty of it.

In the lower righthand corner, a squad from a Coast Artillery anti-aircraft unit practices with a 37 mm. A-A gun, the price of which is about \$20,000. Below is a U. S. medium tank, costing some \$75,000.

If these five reasons aren't enough to persuade you to invest every possible penny in war bonds and stamps, here are a few more:

M-1 Garand rifle—\$80.

Heavy demolition bomb—\$100 to \$500.

37 mm. anti-tank gun—\$6,500.

90 mm. anti-aircraft gun—\$50,000.

75 mm. gun—\$10,000.

Light tank—\$40,000.

Heavy bombardment plane—\$335,000.

Pontoon bridge—\$15,000.

Mosquito boat—\$250,000.

Submachine gun—\$321.

Which one of these gifts for Hitler and Hirohito are you buying?

Conductor R. McD. Smith's Bond Poem Now Famous

A UNITED STATES congressman recently put Conductor R. McD. Smith into the limelight by having his poem on War Bonds published in the *Congressional Record*. He thought this was a good way to stir up the people, and Congress, too, to a keener appreciation of their obligation to invest in War Bonds. It was a nice compliment for Mr. Smith, and we congratulate him. Here's hoping his verses, which follow, will help sell millions.

Shall we, too, "Remember Pearl Harbor,"

And the havoc they played on our men?

Like thieves in the night, they started this fight.

We must stay with our boys to the end.

Don't buy just one bond, then imagine

That you have done all you should do.

'Cause the boys over there look to us over here.

To support them until they get through.

War Bonds are merely insurance

That our way of life shall prevail.

Buy Bonds with your dough so our fighters will know,

That we do not intend they shall fail.

COST: \$210,000



COST: \$55,000



COST: \$500
TO \$3,000



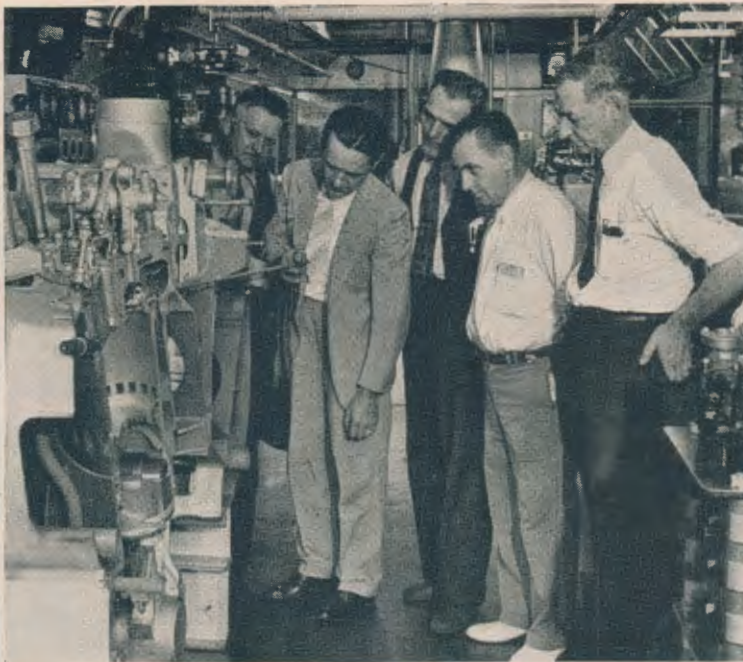
COST: \$20,000



COST: \$75,000



Pictures of planes are official photographs of the Army Air Forces; the others are official Army Signal Corps photographs



A SCHOOL ON WHEELS FOR DIESEL TRAINMEN

Left, a class of B&O trainmen ready for a session in the new Diesel Instruction car, built at our Mt. Clare shops. In the foreground are Instructor F. B. Rykoskey and Supervisor of Diesel-electric Locomotive Operation G. F. Wiles. Right, Mr. Rykoskey explains the operation of a type 567 Diesel engine, using a cutaway model in the instruction car, to class members

Diesel Instruction Car Put into Service

TO MEET the demands of wartime transportation, railroad motive power and equipment must be maintained at top efficiency. The heavy burden of war traffic requires more and more repair and maintenance work on locomotives as well as other equipment, and the increasing use of Diesel-electric locomotives requires constant enlargement of the body of trained employees assigned to them.

In an endeavor to find an efficient method of providing instruction for Diesel-electric enginemen, A. K. Galloway, general superintendent of motive power, struck upon the idea of a Diesel school "on wheels." With the assistance of Supervisor of Diesel Operation G. F. Wiles and Diesel Instructor Francis B. Rykoskey, Mr. Galloway made plans for a Diesel instruction car that would serve as a classroom for men all over the B&O system. The idea was based on the theory that it is better and simpler to transport the classroom to the widely scattered students than it would be to bring the hundreds of them to a stationary classroom at Baltimore or some other main B&O center.

The instruction car was built at the Mt. Clare shops in Baltimore. It contains a complete Diesel "library" and blueprints, a motion picture machine and projector booth, folding chairs to accommodate a class of twenty men, a blackboard, two display cabinets filled with engine parts,

cut-away sections of a 567 Diesel engine and of an air compressor head, control panels, electrical equipment, meters, switches and other equipment found on Diesel locomotives.

The motion pictures have sound tracks, and the projector also is equipped to show slides of various Diesel parts. The first class met in the car at Mt. Clare on June 23.

Each class will attend eight sessions, each session being devoted to one of the following topics:

1. Fundamental principles of the Diesel engine.

2. Maintenance and operation of the 567, DP3, DS3, DS4 and DF Diesel engines.

3. Maintenance and operation of the 201A DP2 Diesel engine.

4. Maintenance and operation of the DP2 high and low voltage electrical panel.

5. (a) Maintenance and operation of the DS3, DS4 and DP3 high and low voltage electrical panels.

- (b) Maintenance and operation of the DF high and low voltage electrical panels and the operations of the dynamic brake.

6. Operation and maintenance of the steam generator for steam supply to passenger power.

7. Bench maintenance of cylinder heads, cylinder liners, pistons, rods, pumps, etc.

8. The showing of slides and motion pictures.

Women Offer to Help Fill Railroad Jobs

NEARLY 500 women members of the families of B&O men have offered their services to fill vacancies that are being caused in the railroad's organization as the result of the draft and other drains on manpower.

In preparation for the time when it may be impossible to fill job vacancies from the fast-disappearing male labor reservoir, a survey was conducted through the Women's Division of the CTP under the direction of Helen Foreman, special representative, Traffic Department.

Miss Foreman reported that there are 471 women willing to take over men's jobs in the railroad's offices if it is necessary for them to do so. Most of these women

do not have to work, she said, and they would not apply for jobs under ordinary circumstances.

Of the 471, she added, sixty-seven were former B&O employees who have turned to homemaking, but who are willing to return to railroading if the occasion requires. Another 188 have had experience which will qualify them for railroad office work. These include former file clerks, stenographers, typists and telephone operators.

Results of the questionnaire have been broken down according to cities, so that officers in different parts of the system will have lists of women who are willing to take jobs. Two in Baltimore already have been called to work.

A Pint of My Blood

Right at this moment, in a field hospital just back of some far-off battle-front, an American soldier may be needing an emergency blood transfusion to save his life. The doctor tending him can resort to the "blood plasma bank" operated by the American Red Cross to keep that soldier alive. But the plasma removed from the bank must be replaced, and the bank must be enlarged to the point where any emergency can be met. And so the American Red Cross asks every healthy American adult to go to the nearest blood-donor station and give a pint of the precious fluid. It is a little thing to do, but just as important in the long run as buying war bonds and working overtime for victory. The following was written by one B&O employee after giving a pint of blood at the Baltimore, Md., Red Cross station:

ALTHOUGH the Red Cross had been asking for blood donors over a period of months, I had not yet done my part. Why? I don't exactly know. Perhaps the war did not seem close enough to me; perhaps I was a little bit afraid. Perhaps, like many of us are in respect to the war effort, I was lax; I did not realize how important it was that I assume the responsibility of a citizen in wartime.

Finally, however, something pushed me over the brink, and one day I called up the Red Cross blood donor station to make an appointment for the following noon. The next morning, in accordance with instructions, I ate no breakfast, and drank instead a glass of orange juice and a cup of coffee. The Red Cross prefers that donors do not eat solid food for some hours prior to the time that they are to give blood.

Never having been a participant in a blood transfusion operation before, I was slightly nervous that noon as I walked the three blocks from the Central Building to the blood donor headquarters. But my nervousness was quickly dispelled when I stepped through the front door into the friendly atmosphere of the Red Cross reception room. There were nearly a dozen people waiting to give blood. It was comforting to feel that I was just one of a crowd and not alone.

A Red Cross office worker, dressed in a yellow uniform with white trimmings, inquired politely if I had an appointment, and when I told her that I did, she handed me a brief form to fill out. I listed my name, address, telephone number, my doctor's name, my age, and a few other items. Then, because I had made an appointment, I obtained preference over those donors who had "just dropped in."

A few minutes later I was called up by a young lady at a typewriter, who typed the information from my form on a large

card and handed it to me. Blank spaces were left on the card for information regarding my type of blood and my state of health. There was also a paper sticker bearing my name and a number, to be pasted on a small tube containing my blood sample. As I got up, she handed me a bright new penny as my "pay." It made the bargain legal—a pint of blood for a bright new penny.

I moved smoothly through the preliminary machinery. A few minutes later I was seated at a little table, between two nurses. One asked me questions. Did I have any diseases, pains in the chest, any outbreaks on my skin? The other stuck my finger with a needle—while I wasn't looking. I didn't expect it and so it didn't hurt. She placed a little drop of blood on a piece of glass, and while she examined it through a lens the other nurse looked down my throat, counted my pulse, took my temperature.

The whole examination lasted only a few minutes, and I received the stamp of approval. Now I was ready for the blood donation.

I went into a large room, divided into sections by white canvass curtains. In each alcove were two beds or cots, with a table between them. A young lady, who had been chatting gaily with me during the few minutes we had waited, preceded me. She didn't seem at all nervous, although she said that she hadn't gone through the procedure before.

A nurse asked me to take off my tie and open my collar so there would be no interference with my blood circulation, and then she told me to lie down. A young fellow was put on the cot opposite. While we lay quietly waiting, we talked. He had just been graduated from the Johns Hopkins University in Baltimore and was

See **Blood Donor**—Page 64

FIVE B&O EMPLOYEES GIVE THEIR BLOOD AT BALTIMORE

1. Charles L. Smith, of the Relief Department, supplies information to the young lady who types out his record card at the Red Cross Blood Donor Station. 2. William Kellogg, of the Office of Assistant Auditor of Disbursements, has his temperature and pulse taken before he makes his donation. 3. A second nurse takes Alan Hartman's blood pressure, another preliminary step. He's from the Office of the Auditor of Freight Traffic. 4. A doctor, who volunteers his services free to the Red Cross one day a week, prepares the arm of Joe Bowden, Office of Auditor of Freight Claims, for the simple operation. 5. His pint of blood given, E. Wallace Oest, Passenger Representative, has lunch as the guest of the Red Cross. A volunteer canteen worker serves him



SOMEBODY BLABBED



BUTTON YOUR LIP!

A War Poster Issued by the U. S. Office of Facts and Figures

On the Q. T.

How Axis Spies Do Their Dirty Work

WHAT is a military secret?

Broadly, a military secret is any bit of information which even remotely concerns the War Department, is of little value to the average, loyal American citizen, and may possibly aid the enemy. Because such information is usually of so little value to the civilian in his ordinary every-day life, he often finds it difficult to realize how such information could be valuable to an enemy.

It is surprising how little you have to do to help an Axis agent. You don't have to furnish him with a complete plan, showing war industries, contemplated troop movements, military establishments, a timetable and a general order. The secret operator may be one of a score or more who circulate through a large area, noting a name here and a phrase there, overhearing

a word or two at a time and at the end of the day compiling all the available words, sentences, names and phrases to make a clear picture.

It isn't enough to think before you speak. The average citizen has no means by which to judge the value of the things he says to the enemy. The solution, then, is to discuss nothing that is even remotely concerned with factual information on the strength of our troops, armament, equipment, morale, state of training or tactical doctrines of our armed forces; information which may affect the morale of our own people or that of allied, neutral or enemy peoples and which may be used by the enemy for propaganda; strategic information which would lead the enemy to an interpretation of our war plans or intelligence.

Railroaders hold a special interest for Axis agents. In the course of a normal day's work, the average railroad man has access to more information sources than the agent usually finds available. It is only logical, then, that the railroads would be covered thoroughly by the enemy-interested operators. Federal Bureau of Investigation agents, Military Intelligence officers and the local police have found these human listening posts in cafes and coffee shops frequented by railroad men, sometimes working behind the counters, sometimes "just hanging around." They might rent a house in a neighborhood containing railroad families, secure a room in a popular railroad hotel or just visit the theaters and recreation areas patronized by railroaders.

What are some of the things he listens for, this enemy agent? Does he think a thoughtless brakeman will let fall a word about a shipment of trucks that came out of Blank Motors yard this morning? No, the chances are that if such a statement were overheard by the agent he would be suspicious of a trick because railroad men are too closely guarding all information about shipments, equipment and armament, troop movements. But he does hope that Conductor Jim Jenkins will tell Mrs. Jenkins of the 500 cases of measles they told him about at Camp ——. But why? How can that be a military secret? Epidemics of measles break out all the time. And that's just why this is valuable information to the enemy. Knowing how often epidemics occur, insurance companies have made actuarial tables and the enemy agent, knowing the number of measles cases, can easily compute the population of Camp —— by applying the same percentage figures. And he has gained another military secret.

What's wrong with showing the boys how you saw that squad of men at Camp —— learning how to handle an unexploded enemy bomb? Everyone knows there are soldiers at that camp and the enemy certainly knows what his own bombs look like. But the chances are that when you demonstrate what you saw these soldiers do, you would use the same hand motions. That's all he needs; future bombs will be so made that when the soldiers handle them in the manner in which they have been trained, the bombs would explode in the handling!

Trains pulling in or out of industrial areas, military establishments and factories are run by men who are in the combat zone of our second front. They are comparable to the Army's liaison officers and scouts with one exception: whenever they divulge information, they jeopardize the Army's interests rather than further them.

There is another reason why enemy agents are interested in accomplishing their work through the facilities offered by the railroader who is not on his guard. Ap-

See **On the Q. T.**—Page 63



Entrance Court of Northwestern University Technological Institute

Railway Supply Man Founds Technological Institute

By PHILIP LESLY, Publicity Staff, Northwestern University

THE new \$6,735,000 Technological Institute of Northwestern University, which was dedicated by government officials and noted scientists in June, might well be called "The House the Railroads Built," for it was from his services to the nation's rail lines that Walter P. Murphy, its founder, acquired the money he gave to Northwestern for the institute.

When Murphy joined his father in the Standard Railway Equipment Company, in 1898, the firm was a leader in the production of patented roofs for freight cars. Walter Murphy applied his own inventiveness to the many problems of construction, and has more than forty patents in his own name for roofs alone. He developed the first all-metal roof, which adjusted to the movements of the sides during travel, yet remained water-tight.

Later he solved the problem of car ends being knocked out by cargoes when trains stopped suddenly by inventing a corrugated steel end, which bounced back into position after it was struck. When he found that refrigerator cars were unprofitable because they had insufficient floor area to carry big cargoes, he moved the cooling unit from the end to a bunker in the roof, thus leaving more of the floor available for shipments and assuring even coolness throughout the car.

The increase of nation-wide transportation of automobiles by rail necessitated another improvement to provide greater area in box cars. Murphy devised a com-

pletely new car construction which did not require wider floors or greater length.

Almost from the first, the Standard Railway Equipment Company had more orders than it could fill. Instead of burdening himself with a large plant, Murphy maintained a small one, staffed by well-paid and satisfied workers, and gave most of his work out to sub-contractors.

The rapid expansion of the railroad industry during the early part of the century meant prosperity to his firm and brought wealth to Murphy. Early in his



WALTER P. MURPHY

Philanthropist

career he became interested in philanthropy. Child-aid groups, hospitals, low-rent dormitories for working girls, Boy Scouts, charity organizations—all received anonymous donations from him.

In 1926, he established the Walter P. Murphy Foundation and transferred some of his fortune to it. At that time he intended that the foundation should not be active until after his death, but a few years later his interest was attracted by a project he wanted to see completed during his lifetime.

That project, now well under way, is the Technological Institute of Northwestern University, operated on the cooperative plan of education. Carefully selected students are trained as engineers by alternate three-month periods on the campus and in industry, where they not only learn how to do the things they study, but also develop a first-hand understanding of the relationships of labor and management which will be important to them when they fill executive positions in later life. The students are paid whatever wages are standard for the work they do, and the money they earn helps to pay for their education.

The institute, now in its third year, has an enrollment of more than 500, with a normal total of 800 when five full classes will have been enrolled. Courses in civil, mechanical, electrical and chemical engineering are offered, and all students pursue the same five-year study-and-work program leading to a degree.

In addition to the four departments of engineering, the new building houses the departments of physics and chemistry of the College of Liberal Arts, which work in cooperation with the institute.

See **Institute**—Page 63



PRIZE CATTLE FROM THE BALTIMORE AND OHIO-SPONSORED SHOW

Some of the prize-winners in the B&O Gold Medal Calf Show at Loogootee, Ind. Left, the Grand Champion Steer, owned by Wed Crane and Sons. In the photograph are P. T. Brown, of Purdue University; B&O Agricultural Agent R. L. Winklepleck; J. W. Van Natta, judge of the show, and Jesse Wood, Martin County

Agricultural Agent. Right, the Grand Champion Get-of-sire group, exhibited by Charles A. Dove and Sons, Elnora, Ind. Mr. Dove is holding the animals, and among the others is John McKee, agricultural agent for Daviess County

Quality on Parade

By R. L. WINKLEPLECK, Agricultural Agent, Springfield, Ill.

WITH many county and state fairs cancelled because of war conditions, the B&O-sponsored Gold Medal Calf Show for southern Indiana was more important this year than ever before.

This year's show was planned with the realization that there might be fewer calves in the contest and a mere handful of spectators. However, this show offered the only exhibition opportunity for many of the breeders, and it was deemed advisable to continue in spite of obstacles. The results justified this decision.

August 5 at Loogootee was a clear, bright, typical southern Indiana day, and by 9.30 a. m. a total of seventy-five calves were in their places under the big tent waiting to enter the show-ring. Nearly 500 spectators, including many livestock breeders, filled the grandstand and lined the fence encircling the arena.

The judge of the show, J. W. Van Natta of Lafayette, Ind., placed the animals promptly and capably, and by mid-afternoon the entire group, consisting of forty-four Angus, eighteen Hereford and thirteen Shorthorns, had been placed.

Best bull of the show was Captain of Orchard Knolls, a one-year-old Angus owned by R. M. Peek and Sons of Shoals, Ind. The first-prize Hereford heifer was shown by Wilson Chenoweth of Shoals, the top Angus heifer by C. A. Dove and Sons of Elnora, and the best Shorthorn heifer by Alan E. Myers of Plainville.

Web Crane and Sons of Loogootee showed the Grand Champion Steer of the show, a well-finished Hereford, and the Reserve Champion Steer, an Angus, was owned by Harold R. Dove of Elnora. In the Get-of-Sire class groups of three calves from the

same sire show in competition with similar groups. The Grand Champion Get of the show was a group of three Angus sired by Eroica Blackcap of L. and owned by Dove and Sons.

The B&O helps to make this show possible each year by furnishing the catalogs, premium ribbons and cash prizes, but much credit must go also to the Loogootee Business Men's Association, which supplied all equipment and facilities. This energetic group faced a big job and handled it in the best possible manner. Credit is due also to the Animal Husbandry Extension Department of Purdue University, the Indiana Livestock Breeders' Association and the county agricultural agents.

B&O Show Praised

P. T. BROWN, of the Department of Animal Husbandry, Purdue University, in his report submitted during the Indiana Farmers' Week Conference, said: "The B&O Gold Medal Calf Show is the largest Gold Medal Calf Show in the State of Indiana. . . . It has aided immeasurably in the development of purebred beef cattle in the southern Indiana district and has been of major importance in the general development of quality beef cattle in Indiana. . . . Progeny of past B&O show winners are now winning prizes in beef cattle shows throughout the state."

Well Preserved Timetable of O. & M. V. R'y Co., 1888

O. D. SCHOOLEY, agent at Vallonia, Ind., has sent the editor a copy of a timetable of the Ohio and Mississippi Valley Railway Company, effective May 6, 1888. It measured about thirty inches wide by twenty-four inches in depth, and was the type which was framed under glass and hung on the walls of stations.

It is very interesting to note the train schedules, as compared with those of today. Between St. Louis and Cincinnati there were four daily trains. They were all called "express," even to the one which made not less than sixty-six stops between the two terminals. This run took from 6.25 a. m. to 7.37 p. m. eastbound. Two additional "Daily Except Sunday" trains operated between North Vernon and Cincinnati.

Save for the fact that much more "local" service was given on this route than at the present time, the service now is about the same and accommodations and speed greatly superior.

"Heard Too Often"

J. W. KUNKER, signal supervisor at Cincinnati, sends in the following item from the *Alcoa News*, commenting that they are "things we hear too often, even in railroad offices":

Useful business phrases: That's not in my department . . . No one told me to go ahead . . . I'm waiting for an okay . . . That's the way we've always done it . . . How did I know this was different? . . . I didn't know you were in a hurry for it . . . That's his job, not mine . . . Wait till the boss comes back and ask him . . . I forgot . . . I didn't think it was so very important . . . I'm so busy I just can't get around to it . . . I thought I told you.

War News and Pictures



More Who Are Serving—

TOP ROW

Maj. Merle J. Reynolds, former Supervisor, Chicago Terminal operations; Aviation Cadet Charles Russell, Jr., son of B&O Electrician at Chicago; Pte. A. P. Boccacci, former Brakeman, Rochester, N. Y.; Richard Ainsler, son of deceased Foreman J. K. Ainsler, Foxburg, Pa., Instructor at Air Corps Technical School, Chanute Field, Ill.; Ralph Heckendorf, of Chicago Freight Traffic Department, in Marines; 2nd Lieut. William H. Hildebrandt, Jr., son of correspondent at Camden Station, Baltimore; Sergt. James A. Muetling, son of Conductor A. J. Muetling, Cicero, Ill.; Sergt. Nick Belie, brother of Machinist Helper Michael Belie, Toledo

SECOND ROW

Switchman Sam Daniels, of Venice, Ill., at Great Lakes Naval Training Station; his brother, August, also at Great Lakes; Staff Sergt. Charles H. Archer, son of Freight Handler W. C. Archer, Springfield, Ill.; Ensign John Donaldson, grandson of Freight Traffic Manager Harry E. Huntington, Rochester; Pte. Charles M. Wells, son of Carman Arden Wells, Toledo; Pte. A. J. Meiring, former Trace Clerk, Toledo District Freight Office; Pte. Robert H. Archer, brother of Charles (third in same row); Pte. Adolph Davis, former Dining Car Waiter, Chicago

Baltimore and Ohio Magazine, September, 1942

THIRD ROW

Pte. Gerald R. Hollen, former apprentice and son of General Car Foreman W. P. Hollen, Du Bois, Pa.; Pte. Lewis B. Applegate, former Alton Maintenance of Way employee, Springfield, Ill.; Pte. C. B. Applegate, brother of Lewis, also former Alton employee; former Carman Helper Milton Rychlewski, Toledo, at Great Lakes Naval Station; Pte. Charles J. Ainsler, brother of Richard (fourth in top row), and former section man, Foxburg, in Porto Rico; Corp. A. L. Rossi, son of Crossing Flagman P. Rossi, Du Bois, Pa.; Pte. John Hoigaard, of Chicago Freight Traffic Department; Pte. William Fuerstein, cousin of John Kurtz, Storekeeper's Office, Mt. Clare Shops, Baltimore

BOTTOM ROW

Capt. W. F. Hopper, Jr., son of Electrician at Martinsburg, W. Va., in Army Air Force; Lieut. Col. Edward J. Sullivan, brother of Magazine Correspondent Marion Sullivan, of Du Bois (graduate of West Point), now at Rocky Mountain Arsenal, Denver; Pte. James Bodi, former Machinist Helper at Toledo; Pte. Donald Dixon, of Mt. Clare Shops; Yeoman Ross M. Conlin, Jr., of San Francisco Passenger Department, in Naval Intelligence; Pte. Paul Raysinger, grandson of Mrs. L. A. Davern, Baltimore, wife of deceased employee; Pte. Robert Willard, son of Brakeman J. L. Willard, Frederick, Md.; Corp. James Keough, brother of Secretary Bess Keough, Chicago, in Marines

And Still More—

FIRST ROW

Pvt. Howard Brimmer, brother of Mrs. Barbara Miller, whose husband works at Riverside Shops, Baltimore, is at Fort Bragg, N. C.; Pvt. Willis L. Clapper, son of Yard Helper George Clapper, of Zanesville, Ohio, at Pine Camp, N. Y.; Pte. Joseph A. Floyd, prior service clerk at Newark, Ohio, is at Camp Chaffee, Ark.; Pte. First Class Joseph Gerhardt, son of Mrs. Anna Gerhardt, Cincinnati, is in India

SECOND ROW

Pte. Ira A. Bogle, machinist apprentice of Du Bois, Pa., at Camp Pickett, Va.; Staff Sergt. Clyde R. Mills, son of Hostler L. R. Mills, of Keyser, is in the Army Air Force; Pte. First Class Stephen C. Green, fireman on Buffalo Division, is in Hawaii; Sergt. John D. Doxen, Secretary to Division Engineer at Camden Station, Baltimore, is Chief Clerk at Drew Field, Tampa, Fla.

THIRD ROW

Pte. Vernon Lee Ruby and Seaman Robert Cannon Ruby, sons of William H. Ruby, of Mt. Clare Shops, Baltimore, who is president of the Carman's Local; Seaman Kermit Welch, son of Stationary Engineer H. H. Welch, of Keyser, W. Va.; Corp. Vic Cizinauskas, Yard Clerk at Robey Street, Chicago, in Air Force at Montgomery, Ala.

FOURTH ROW

Second Lieut. Michael C. Pancione, son of Section Foreman Peter Pancione, Rochester, N. Y.; Pte. William L. Müller, son of John Miller, of Interline Bureau, Auditor of Freight Traffic Department, Baltimore; Seaman Robert E. Mays, former Car Helper at Lorain, Ohio, and son of Assistant Car Foreman Guy H. Mays; Pte. First Class John F. Williams, son of Yard Clerk J. C. Williams, of Philadelphia

FIFTH ROW

Marine Louis D. Schooler, son of Car Repairman J. A. Schooler, Brighton Yard, Cincinnati; Jack Shea, Stenographer in the Freight Tariff Bureau, Cincinnati, is with the 359th School Squadron, Jefferson Barracks, Mo.; Navy Gunner Lee G. Mills, son of Hostler E. R. Mills, of Keyser, W. Va. (Gunner Mills has been reported "lost in action"); First Sergt. Connie L. Butcher, former Freight Department employee at St. Louis, Mo., is at Camp Polk, La. (His wife recently presented him with a baby girl, Connie Lucille)

SIXTH ROW

Coast Guardsman Harry A. Herzog, Jr., formerly in the Stores Department at Mt. Clare, Baltimore; Waller Fountain, Jr., whose father is in the office of the General Freight Claim Agent, Baltimore, is in the Navy; Corporal Reid D. Moser, son of the late S. B. Moser, Chief Dispatcher at Cumberland, Md., is at Officer's Training School, Fort Benning, Ga.; Corp. Forrest M. Moser, brother of Reid, is an MP at Camp Livingston, La.

SEVENTH ROW

Technical Sergt. Robert R. Foard, former Mechanic at Locust Point Marine Terminal, Baltimore; Corp. Warren J. Fewster, Electrical Helper at Camden Station, Baltimore, now at Army Air Base, Smyrna, Tenn.; Corp. David Dickinson, Carman at Toledo, now at Montgomery, Ala.; J. L. McCormick, former Stenographer at Baltimore, whose father is an accountant in Stationary Storekeeper's Office, is in the Navy

EIGHTH ROW

Pte. First Class Clarence H. Fauble, son of Folding Machine Operator Ben Fauble, B&O Printing Plant, Baltimore; Pte. George Vance, son of Pipefitter E. N. Vance, McMechen, W. Va.; Lieut. Harry R. Purkhiser, Jr., whose father is District Supervisor of Terminals at Willard, Ohio; Sergt. Jerry K. Welsch, former B&O Policeman at Rochester, is at Fort Jackson, S. C.

First Days in the Army

Sergt. H. A. Williams, Jr., Son of Assistant General Freight Agent, Writes of Experiences

HAROLD A. WILLIAMS, JR., son of the assistant general freight agent at Baltimore, has had published in the Baltimore *Evening Sun* an article recounting his experience of being inducted into the Army. Harold, now a sergeant, told how he and ten other inductees met at the local draft board office early in the morning to be sent to Fort Meade, Md., and then described their first taste of Army life.

"At the reception center at Meade the food is served in cafeteria style on a huge metal tray subdivided into compartments," he wrote. "Our first meal consisted of fish, spinach, potatoes, squash and ice cream. The meal was not too bad even though one of the cooks, who was long on speed and short on aim, dumped my ice cream on the squash instead of putting it in the adjoining compartment. . .

"Later in the afternoon we were herded into the company day room and a second lieutenant announced, 'Now I'm going to give you recruits a pep talk.' The pep talk dealt mainly with things we could not do and places where we could not go. After we had supper we were through for the day. Most of the boys seemed pretty blue and spent their time gazing out the window (it was raining at this time) in the general direction of Baltimore. . .

"On the second day, still in civilian clothes and still wearing cardboard identification cards on our coats, we marched to the induction station where we signed several papers and had our finger prints taken. . .

"The old army wheeze about there being only two sizes—too large and too small—does not apply to this army. First we were measured from head to foot. . . Then we filed along a counter, taking off our civilian clothing a piece at a time as the army equipment literally was thrown at us. When we received our O. D. trousers and blouse we stepped out of line, tried them on and had them examined by an inspector. If the clothing was not the right size, the inspector would send the recruit back for the right size. . .

"There was a noticeable lift in morale after the boys had their uniforms. When we were called to attention there was an added snap and most of the boys were so conscientious that they saluted not only the officers but also the non-commissioned officers. But there was one fellow who wasn't so conscientious about saluting. That evening he walked up to a second lieutenant and said, 'Say, buddy, can you tell me the way to the canteen?' In a polite manner the officer pointed out to the recruit that military courtesy required that

an enlisted man salute an officer, address him in a respectful manner and prefix or conclude his remarks with a 'sir.' He then gave the recruit the directions to the PX (post exchange). The fellow, who listened attentively, said, 'Well, thanks a hell of a lot, sir. So long.' . . .

"The Articles of War were read and ex-

plained to us. It is surprising how often the expression 'or, in time of war—shot' appears in the rules and regulations governing the conduct and punishment of soldiers.

"The day the recruit was to leave he would appear in his company's day room to be checked off, then he marched to the checking station where he was checked and rechecked.

"A man leaving the Recruit Reception Center for basic training camp would bid good-bye to his buddies by saying, invariably, 'Well, so long, Joe; see you in Tokyo.' "

Boys in Service Like B&O Magazine

ARRANGEMENTS to have the MAGAZINE sent to members of the "B&O Family" who are in the services have met with a pleasing response from the boys.

Sergt. Albert T. Anderson, who is at Camp Claiborne, La., wrote, "It is with open arms, so to speak, that I receive anything from the good old "Best and Only" (B&O). The MAGAZINE will be read from cover to cover. I wish to thank you and Mr. E. S. King, district freight agent (Baltimore), for your thoughtfulness in

this matter. . . I hope, in some way, that this business of fighting will be brought to a very rapid conclusion, and that I and the other boys of the B&O Family may once again be together."

Another B&O boy, Private John G. Rose, at Fort Bragg, N. C., from Mr. King's department, also sent a thank-you note.

Departments throughout the system are urged to respond to requests for the MAGAZINE coming from B&O men now in the armed forces.

A B&O Messenger Long Ago, He Now is Quartermaster at Fort Sam Houston

COLONEL C. LLOYD MIDDLETON, Post Quartermaster at Fort Sam Houston, San Antonio, Texas, has had a distinguished career since he first went to work for the B&O during school vacation periods just at the turn of the century.

His first job was as a messenger in the B&O office at East St. Louis. Later, he became a call-boy, and in 1902 he left to enter the Freight Traffic Department of the Southern Railway, where he remained until he entered the Army in 1916 as a

captain. He had had a commission in the quartermaster reserve.

During the first World War Colonel Middleton saw service in France, first as general superintendent of transportation at the port of Le Havre and later as commanding officer of the Fourth Grand Division, Transportation Corps. He was one of the few American officers to receive the British D. S. O. cross.

Returning to the United States after the war, Colonel Middleton became chief of vessel operations for the port of New York. At various times since then he has served as general superintendent of the Hoboken Terminal; surveying officer of the board of maritime affairs for the port of New York; commanding officer of the Army supply base at Port Newark, N. J.; purchasing and contracting officer, property officer and officer in charge of the manufacturing branch of the Philadelphia Quartermaster Depot; Post Quartermaster at Fort Devens, Mass.; transportation officer for the Third Corps Area; Quartermaster of the Middletown, Pa., Air Depot, and chief of the rail division under the Quartermaster General.

Colonel Middleton has been stationed at San Antonio since 1938. He was born in Iuka, Ill., in 1885. His father was B&O agent at Olney and Breese, Ill., and later a bill clerk in the local freight office at East St. Louis. As Post Quartermaster at Fort Houston, he still has contact with B&O people, among them Traveling Freight Agent B. M. Leslie.



Lieut-Col. C. L. Middleton, Post Quartermaster, Fort Sam Houston, Texas



CAPTAIN ARTHUR W. L.
JAMES

Captain James, former draftsman in the Engineer of Bridges Department, Baltimore, is now on aviation duty at Wright Field, Dayton, Ohio

Magazine's East Indies' Correspondent Escaped Japs in Java, Now Safe in Australia

OUR East Indies "correspondent," Courtland Christiani, who was U. S. vice-consul at Soerabaya, Java, and whose safety was feared for when the Japanese invasion began, has turned up safe and sound in Australia.

Despite his mishaps and his flight with the Japs at his heels, however, he still retains his interest in railroading, and he writes that he is making a movie record of Australian railroads and that he has already become chummy with the Australian model railroad engine builders.

In a letter dated April 18, Mr. Christiani wrote, in part:

"Since I wrote you last, quite a lot has happened, and they have kicked me and my railroad which, you will remember, follows the route of the Valley Division from Harpers Ferry to Lexington, around until I (without the railroad) finally landed as vice-consul in this city (Adelaide, Australia).

"The Shenandoah Valley Railroad (Christiani's own model system) was entirely dismantled, all rolling stock and rails being salvaged, the right-of-way and buildings, scenery, bridges, etc., being taken up and stored but with little likelihood of ever being seen again—this also includes my Studebaker and about two thousand bucks worth of my stuff in all.

"We had to get out of Soerabaya around the end of February and after sleeping on deck for ten days on a small, dirty coasting cattle ship, arrived in Australia.

"Among the many friendly and hospitable folks in this good city are the railway people who have offered me the run of the

LETTERS from members of air raid protection squads on British railways, thanking B&O and Alton employees for the short wave radio sets sent to them with the left-over money from the over-subscribed Flying Ambulance Fund last year, are pouring into the office of Harry Doyle, secretary of the General Chairman's Association, which sponsored the successful drive.

The Flying Ambulance, presented to the British-American Ambulance Corps for rescue work at sea, was bought with \$65,000 contributed voluntarily by thousands of railroaders on the B&O and Alton. So generous were the contributors, however, that more than \$10,000 was left over after the specially-fitted plane was purchased. Out of this excess amount, some was spent to provide an orphanage for young victims

roundhouses, etc., with my movie camera, and I hope to get a good record of the five-foot, three-inch gauge equipment in both still and movie film. I have located some very expert builders of live steam two-and-one-half-inch gauge engines, and I wish you would be good enough to let me have some drawings so that I can see about having some B&O prototypes built.

"The financial future of the world being what it probably will be, I am going to invest in some good live steam models which, even with too strong a water pump will not be liable to inflation. . . I promise you if I can get anything built it will be B&O lettered and modeled and available for exhibition by you. All of my railroad library and photographs are somewhere in the U. S. . . .

"I had hoped that I was on my way to the U. S. when I left Java, but they headed me off en route and now it may take another year. This war is about the finish of model railroading I suppose for some time, at least as far as materials and equipment go, but I hope the faithful can keep going. If I can do anything for you or the B&O in Australia, or if you have any friends, here, or coming in the Army—see that I get to know about it so that I can be of any assistance. . . ."

Why Wait!

Of course we can wait to buy our share of War Bonds until the Government tells "how much." But the heroes at Midway didn't ask "how much." They gave their all. From one torpedo plane squadron of thirty only one returned. Remember, every minute counts.

English Fire Watchers Thank Us for Short Wave Radios

of the German bombing raids on English cities and towns, and the remainder was used to buy the radio receiving sets for the British railways' fire watchers.

The letters of thanks are sincere and many of them are signed by several dozens of the fire guards.

Alexander Nesbitt, foreman pattern maker for the London and North Eastern Railway at York, wrote to Mr. Doyle that he "was one of the party doing fire-watching duty on Saturday, March 7, from 7.00 p. m., to Sunday at 7.00 a. m.

"It being a night without alarms," Mr. Nesbitt wrote, "one could turn to other things to pass the time. So with your very generous gift of the radio set we had a pleasant time with music, variety, news, and the American commentary. It was a very fine gesture on your part to send these splendid machines for our entertainment, and I can assure you that they are highly appreciated, particularly the spirit which prompted the gift.

"One wishes we could meet, and express our thanks more adequately. It is such things that will help to bring a better understanding in world affairs."

Many of the letter-writers look to a bright future and to a new world where the different peoples will live in friendship and harmony.

"I would like to send our best wishes to you and your countrymen as our new comrades-in-arms in the foremost and biggest job in the world today—that of beating Hitler out of existence," wrote Major J. S. Campbell, of a Home Guard unit in Hertfordshire. His unit received its radio set through the London, Midland and Scottish Railway Company.

"We here have a sure confidence that this will be done," he continued, "and done well, now that the United States of America and the British Commonwealth are side by side. We all hope, too, that this close collaboration of the English-speaking nations will continue—not only for war time, but for all time."

Major Campbell's Home Guard unit is composed of railway workers who serve without pay. The Home Guard was organized in Britain after the downfall of France, when an invasion of the island became imminent.

"Even war has had its place," wrote E. G. Andrews and George Wand, representing the fire-watchers at the Smithfield station of the Great Western Railway, "seeing it has promoted such kindly feelings as those that were at the back of the gifts your people have sent to ours."

Chief Fire Warden H. R. Hammond, of the Goods Department at South Lambeth,

See Radios—Page 62



FOUR BROTHERS IN SERVICE

Private Louis Millhouse, who is in Ireland; Private Harold Millhouse, at Long View, Washington State; Private Venson Millhouse, at Aberdeen, Md., and Private Earl Millhouse, also at Aberdeen

Four Brothers in the Army

FOUR of the seven sons of Machinist and Mrs. John W. Millhouse, of Benwood, W. Va., are serving in the Army of the United States, and a fifth son, now twenty years old, is waiting the call to the colors.

The Millhouse's have ten living children, three daughters in addition to the sons. All four of the sons now in the army were B&O employees before their induction. Their father has worked for the B&O since February 25, 1918. The four brothers in service are:

Private Louis Millhouse, now in Ireland.

Private Harold Millhouse, at Long View, Washington State.

Private Venson Millhouse, at Aberdeen, Md.

Private Earl Millhouse, also at Aberdeen.

Earl was formerly a machinist helper at Benwood and Venson was once a shop laborer. Louis and Harold are former part-time employees of the B&O at Benwood.

The fifth Millhouse son, Irving, now twenty years old, is waiting to be called into the army also. The Millhouse home is at McMechen, W. Va.



PROUD PARENTS

Parents of ten children, Mr. and Mrs. John W. Millhouse have four sons in the Army. Mr. Millhouse is a machinist in the Benwood Shops

Of the 236,842 miles of railroad in the United States, only 1,456 miles, or six-tenths of one per cent., are less than standard gauge.

Twins: One a Railroader, Other Aviator

HARRY C. SHORT, one of the United States' most outstanding civilian aviation technicians and twin brother of George W. Short, general enginehouse foreman for the B&O Chicago Terminal Lincoln Street Yards, has been commissioned a lieutenant colonel in the Army Air Corps and sent to England.

Lieut. Col. Short, a native of Chester, Pa., began his flying career some time before the first World War broke out. During that war he was in the U. S. air service, and afterwards he was a "civilian orderly" for Major General William Mitchell, who was then commanding Bolling Field, Washington, D. C.

When Billy Mitchell was forced to retire because of his "radical" views about aviation—which, subsequently, were found to be only too true—Harry Short also left, but returned to the air service in 1927. Last year he served as general superintendent of the army aircraft shops at Middletown, Pa., and in October he accompanied an Army survey group on a flight through Central and South America and Africa.

The colonel's brother, George, was transferred from New Castle, Pa., to Chicago last September, and the picture on this page, although it is Harry, might just as well go for George, too. "It is hard for our friends to distinguish the difference between us," says George.



Lieutenant-Colonel Harry C. Short, U. S. Army Air Force, stationed in England



Pte. Robert Jester, U. S. Marines, son of O. E. Jester, Freight Claim Department, Indianapolis. Only nineteen, Robert was in Iceland more than half a year

B&O Glee Club Concert Nets \$1500 for Navy Relief Fund

B&O people and especially those who attended the annual concert of the Baltimore and Ohio Railroad Glee Club held on May 14 in Baltimore will be glad to know that a check for \$1500 has been sent to the Navy Relief Society. This represents the net proceeds of the concert.

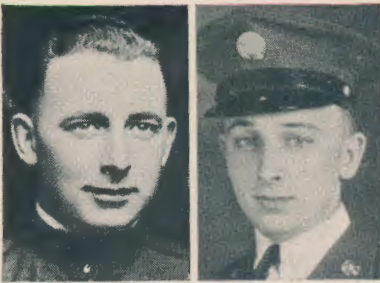
Mrs. J. R. Beardall, wife of Admiral Beardall, Superintendent of the Naval Academy, acknowledged the check with thanks. She is the president of the Naval Academy Auxiliary of the Society.

The Burden of the Offensive

WITH every American soldier or Marine sent abroad for "offensive" battle, fourteen tons of supplies must be delivered to the scene of action, according to Colonel Herman Benken, of the United States Army, in an article in *Life Magazine*.

In addition, to maintain each man abroad, two tons of supplies must be sent to him every month. If the man is attached to an armored unit, the tonnage of supplies is materially heavier, Colonel Benken explains.

Former B&O Engineer Tells Story of Escape from Philippines



Left, Private First Class A. D. Schell, of the 1917 A. E. F., who won the Order of the Purple Heart decoration, and who now is a carpenter in the Annex Building, Baltimore. Right, his nineteen-year-old-son, Staff Sergeant Emory T. Schell, who is in the Anti-Aircraft section of a 1942 American force that is "somewhere overseas"



Corporal Michael J. Hepner, shown in the cockpit of an Army warplane at a California airfield, is from the Mt. Clare blacksmith shop



Private First Class Homer W. Gaston, former Storehelper at Chicago, is with an American force in Australia; Private First Class Gale Langlois, former Machinist Helper at Toledo, is in Ireland



First Class Seaman Bruce E. Humble, son of Telephone Operator Mrs. Mary B. Humble, Cincinnati. Seaman Humble was at Pearl Harbor during the Jap attack. He later saw Lieut. Edward O'Hare shoot down six Japanese planes in one fight

BACK in the States after his thrilling escape from the Philippines when the Japanese closed in, Lieutenant D. Roberdeau Dorsey, of the United States Navy, who was a B&O engineer from 1935 to 1937, visited the B&O General Offices at Baltimore on August 27.

There he thrilled acquaintances in the Engineering Department with the details of his gruelling experience, during the course of which he spent eighty-seven days in a large but unseaworthy outrigger canoe with four other Naval officers and seven Filipinos.

Lieutenant Dorsey, who first worked for the B&O at Staten Island and later at Pittsburgh, was granted his Navy commission in April of 1941, and was sent to Cavite Naval Base at Manila, where he was located when the Japanese attacked in December.

He and other Navy men remained at Cavite until Japanese bombings had reduced it to a shambles, and then a destroyer took them to Corregidor fortress, where he spent two months during the siege.

Then, about the end of February, Lieutenant Dorsey and roundly sixty others were ordered to the island of Cebu, some distance south of Manila.

"We escaped from Corregidor in a motorboat," he explained, "setting out at night and seeking out inlets and coves to hide in before daybreak. The waters were full of Japanese vessels and, traveling cautiously as we did, it took some time to make the trip.

"Our orders were to send back the boat with food and supplies after we reached Cebu, but the boat didn't make it. It was sunk on the way back."

The American service units remained on Cebu until April 9, when the Japs moved in on that island. Many of the service men were sent to the hills to carry on the fight from the wilderness, but Dorsey and four others were picked as a demolition squad.

"There were stores of gasoline and oil on a small island across the bay from Cebu City," Lieutenant Dorsey said, "and our job was to see that they were destroyed before the Japs got them.

"We set the explosives and touched them off before dawn. Meanwhile, we had arranged with seven Filipino fisherman to rent their sixty-foot outrigger canoe for our escape. Although the boat was called a canoe, it was really pretty large, and even had a small cabin, but it wasn't very seaworthy. During the trip, storms tore off the sails and we had to bail for our lives with some old five-gallon cans.

"We had stocked the boat with plenty of food, including about 800 coconuts, which were the principal item. But we also had fruits and vegetables, some canned goods, and turtle eggs and fish. We had a small stove, which we set on a mound of dirt on



—Courtesy of Pittsburgh Press

LIEUT. D. R. DORSEY

the deck, for cooking. We didn't fare so badly, except for a shortage of water.

We headed for Australia, but all we had to navigate with was an old map torn from an Atlas and an alarm clock—no other instruments. Finally, we came to an island a couple of hundred miles from the Australian coast—the Japs have it now, but they didn't at that time—and from there a friendly boat took us to Australia.

"Fortunately, all of us were in fairly good condition after the long sea trip, and none had to be hospitalized."

After arriving in Australia and reporting to U. S. Navy authorities, Dorsey was flown back to the United States and given a short furlough. He was on his way from Pittsburgh to New York when he stopped off in Baltimore.

He warned that Americans should not be scornful of the Japs' fighting ability.

"They're tough and not afraid of anything," he says. He saw 300 of them jump off a cliff in the Philippines rather than submit to surrender.

Soft Sleeping for Soldiers

WHEN the American soldier fights, he fights, but when he sleeps, he wants real comfort. The Quartermaster Corps is seeing to it that he gets just that. On a recent shopping tour the corps purchased more than 3,000,000 cotton mattresses, 1,550,000 feather pillows, 2,400,000 cotton mattress covers, 700,000 sheets, 5,000,000 yards of cotton sheeting, 27,500 wool-filled comforters, 776,000 cotton-filled comforters and 9,500,000 wool blankets.

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AIR CADET H. C. NORRIS

H. C. Norris to Get Wings

AIR CADET HENRY C. NORRIS, formerly of the Coal Traffic Department, Baltimore, soon will receive his wings at Mather Field, California, where he is now completing training. (He may have them by the time this is printed.)

Henry entered the armed services in February of 1941 when the Maryland National Guard, of which he was a member, was called up. Henry was a sergeant in the Field Artillery. After the Japs attacked the U. S., he was transferred to an anti-tank battalion.

Later he applied for appointment as an air cadet, and after passing examinations he began training at Santa Ana, Cal. He was classified for navigator's training, but has since been transferred to a meteorological course. Upon its completion, Henry will be a second lieutenant.

B&O Cooperating with Dependents Employment Section of Army Air Corps

A REPRESENTATIVE of the Army Air Forces recently wrote the Association of American Railroads to ask cooperation in finding positions for dependents of Air Corps personnel losing their lives.

The Association passed the request on to the railroads and President White responded favorably for the B&O and asked that the Air Corps representative get in touch with C. A. Duvall, chief of the Bureau of Employment and Record. Mr. Duvall has in turn written department heads announcing the B&O policy and requesting their support.

The section of the Army Air Corps handling this activity is called "Dependents Employment Section." The Corps rightly believes that everything should be done to help dependents of our men lost in service to secure employment, and that doing so helps create a new environment for them that should be very beneficial. Furthermore, the Corps points out, the

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SERGT. M. H. CLEM AND BRIDE

Sergt. Clem, former stenographer in the Cumberland Stores Department, is now Chief Clerk to the Commanding General at Pine Camp, N. Y.

assurance that such cooperation will be extended to dependents should be a fine thing for the morale of the men of the Corps.

Navy Commends J. M. Washlick

JOHN M. WASHLICK, former boiler-maker at East Side, Philadelphia, who participated as a civilian Navy employee in the rescue of sailors trapped in the U. S. S. Oklahoma during the Japanese attack on Pearl Harbor, has received a citation from the commandant of the Fourteenth Naval District.

The citation commends Washlick for "Heroic and most efficient work with utter disregard of his own personal safety in assisting in the rescue of thirty-two members of the crew of the U. S. S. Oklahoma,



LIEUT. JAMES H. CUSACK

Formerly in the Engineer's Office at Pittsburgh, Lieutenant Cusack is now on duty with the Army Engineers in the West Indies

which had capsized during the attack on the fleet in Pearl Harbor, Territory of Hawaii, by Japanese forces on December 7, 1941. It was due to his untiring efforts in face of great hazards that the rescue work was continued until all known survivors had been released from the hull of that ship."

"Without Delay"

THE railroads have handled their part of the country's war effort magnificently. Men, machines and materials have been moved wherever they were needed without delay. Almost alone among the nation's industrialists and government agencies, railroad managers remembered and applied the lessons of the last war to this one.

—From the Council Bluffs, Iowa, *Nonpareil*

Auditor Freight Traffic Men Save Lives

IN DECEMBER of 1935, a nine-year-old girl lay seriously ill in a Baltimore hospital, needing a blood transfusion to save her life. J. Gordon Bennett, of the office of the Auditor of Freight Traffic in the B&O Annex Building in Baltimore, volunteered his blood, and after two transfusions the girl recovered.

But the emergency set Bennett's fellow-workers to thinking about how they could help out in similar situations, and the result was the formation of a volunteer blood-donor group, which, in the intervening years, has given scores of transfusions. Today, there are thirty-seven in the group, and some of them have given as many as six transfusions since it was organized.

The total number of transfusions given is not known. Earl Lee, one of the group, says "we have not kept a record of how many times we have given transfusions,

because we do not want any credit or glory for doing something that any red-blooded American would do."

Each member of the group has a record of his type of blood and is ready to act as a blood donor whenever he is needed. Only girl among them is Edith Grafton. The donors, divided according to blood types, are:

Type 1—J. G. Bennett, J. W. Hartley, W. O'Malley, J. Scharf.

Type 2—D. Auld, F. Benzinger, C. Bosley, R. Childs, H. Cromwell, G. Eareckson, W. Furlong, N. Grafton, C. Karfgin, E. Lee, G. Lober, A. Miceika, J. Muth, R. M. Smith, C. R. Solomon, D. Zimmerman.

Type 3—F. Lotz, C. Pailer, H. Schaliski, R. Stehl, R. Wheeler.

Type 4—D. Berry, H. Bopp, S. Donaldson, F. Eidman, Edith Grafton, A. Hartman, A. Lapp, J. Massey, W. Namuth, C. Pittinger, M. Stout, I. Wooten.

B&O's "Refectory Car" of 1843 the Granddad of Railroad Dinners

By J. CARROLL BATEMAN, Assistant Editor

MAN had not been traveling by steam railroad for many years before he began to look around for a convenient answer to the eternal question:

"WHEN DO WE EAT?"

So it was that nearly one hundred years ago—in 1843—a man named Robert McLeod proposed to the Baltimore and Ohio board of directors a plan for "meals on wheels."

Prior to this time, and for many years thereafter, the usual practice was for trains to make twenty-minute stops at certain stations around breakfast-, dinner- and supper-time so that passengers on long trips could make a hasty attempt to satisfy the inner man.

The dilemma then confronting the railroads is obvious. Should the passenger be allowed more time to eat, and thus have the time for his trip lengthened; or should the inner man be neglected for a speedier journey?

McLeod's solution to this difficulty was simply to fit up a coach as a lunchroom and put it into service on the B&O "main stem" between Baltimore and Cumberland.

He proposed to call this lunchroom on wheels a "refectory" car, after the Latin, "refectorium"—a room for eating, and it was, indeed, a crude forerunner of the modern, comfortable, cool, crisp-lined dining car.

A rebuilt coach, the first refectory car, was equipped with chairs having folding seats like those in a theatre, hanging gas and oil lamps and a coal-burning heater for cold weather.

Only an antiquarian could detect the similarities between the refectory of ancient days and the diner of a modern streamliner. The first change in style came in 1867, when George M. Pullman designed his "hotel car," a car with sleeping berths and a

broiler buffet at one end, from which hot food could be served. It was the marvel of its day and the acme of comfortable eating while on the road—for a while.

But as the effects of the Civil War wore off and people began looking more and more to their comfort, demands for more elaborate dining service on trains were met the following year, 1868, by the introduction of the Pullman-designed "Delmonico," the first railroad car in the world to be built expressly for dining purposes.

The Delmonico, every bit as sumptuous as the famous New York restaurant for which it was named, was put into service between Chicago and St. Louis on what was then the Chicago and Alton Railway, now the Alton, owned by the Baltimore and Ohio.

Sixty feet long, the Delmonico was divided, like Caesar's Gaul, into three parts. The passenger entered directly into the dining-room from an open platform at the front. He found himself in a compartment paneled in polished walnut, with a canvas ceiling decoratively painted.

The dining compartment was fitted with six tables, each accommodating four persons; the seats were luxuriously upholstered in morocco leather. In one corner was a walnut cupboard containing groceries and the best of imported wines and liquors.

Candles, in fixtures hanging from the roof and in candlesticks on each table, supplied lighting, and the floor was covered with linoleum, overlaid with carpet in the aisles. At night, the dining-rooms could be converted into sleeping quarters for the Delmonico's crew.

In the center of the car was the kitchen, only eight feet long and seven wide, then the ultimate in compactness. The rest of the width of the car at the center was utilized for a passageway between the

dining-room and the third section at the rear, which was luxuriously fitted as a parlor car.

A charcoal range furnished the means for cooking meals. Every remaining inch of the kitchen space, like that of the larger kitchens in modern diners, was utilized. There were innumerable cupboards for utensils and non-perishable foods, and there was a cold-storage box for perishables under the center of the floor.

Despite the difficulties involved in preparing the food, the menu was varied. All meals were served table d'hôte, and the cost was seventy-five cents.

Encouraged by the enthusiastic reception given the Delmonico, the railroads experimented and improved on dining cars and dining service as train-travelers grew in numbers during ensuing years.

The public's tastes and criticisms were studied, skilled chefs were recruited and trained in the special techniques of preparing first-rate food in a two-by-four space, and menus were elaborated until they were on a basis with those of the most expensive hotels.

By 1886, a man or woman who sat down to breakfast or dinner (the same menu served for both) on a Baltimore and Ohio diner was presented with a bill of fare such as this:

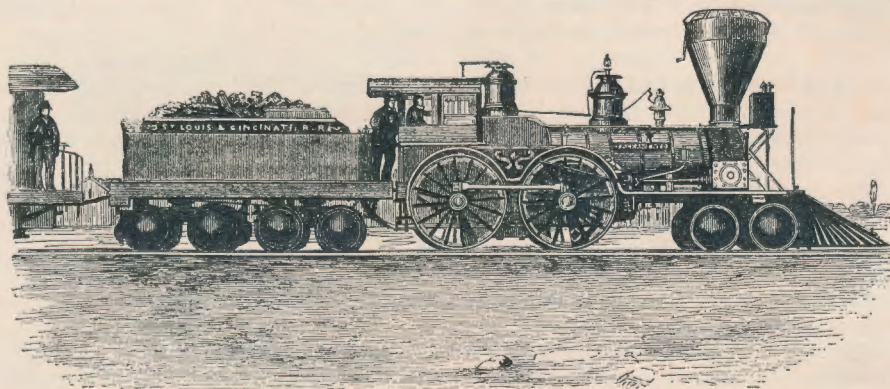
OYSTERS		
RAW STEWED		
BEEF STEAK, PLAIN, BROILED AND FRIED		
WITH MUSHROOMS OR TOMATO SAUCE		
MUTTON CHOPS, PLAIN OR BREADED		
BREAKFAST BACON	SUGAR-CURED HAM	
SAUSAGE		
VEAL CUTLETS, PLAIN, BREADED OR WITH		
TOMATO SAUCE		
FISH		
LAKE FISH	SALT MACKEREL	
MISCELLANEOUS		
STEWED CHICKEN, FRIED MUSH		
FRIED ONIONS		
EGGS, BOILED, FRIED, SCRAMBLED		
OMELETS, PLAIN, WITH HAM, CHEESE OR		
TOMATOES		
POTATOES		
BAKED	STEWED	FRIED
BREAD		
BUTTERED TOAST		
VIENNA BREAD	HOT CAKES	
HOT ROLLS		
CORN BREAD	DRY TOAST	
MILK TOAST		
MAPLE SYRUP	FRUIT	
ENGLISH BREAKFAST TEA		
BLACK AND GREEN TEA		
COFFEE AND CHOCOLATE		
ICE CREAM	CAKE	

—And your choice of it for seventy-five cents!

Indicative of the eating-habits of the times, however, the menu included hardly any vegetables, except for potatoes and onions and the tomatoes on the omelets, and no fruits, salads or cereals. As science developed new ideas of balanced diets, railroad diners were quick to adopt them, so that the passenger got the correct proportions of the different food properties in his table d'hôte meals.

Like the beanstalk of "Jack the Giant-Killer," dining service grew rapidly on the B&O. J. C. Whitter, of New York, devel-

See **Diners**—Page 64



ON THE OLD OHIO AND MISSISSIPPI RAILWAY—IN THE 1850s

A reproduction from a print that appeared originally in the *Illustrated London News* in 1858. A copy of the page was sent to us by Correspondent L. A. Hightshoe, at Cincinnati. It had been sent to him by Freight Representative Chester C. Troy, who received it from an anonymous donor, to whom we extend our thanks. The old O. & M., running between Cincinnati and St. Louis, is now part of the B&O

C. M. Shriver Made General Manager of New York Properties

CHARLES M. SHRIVER, general superintendent of the Maryland District, was appointed general manager of the B&O New York properties in August. He succeeded Donald F. Stevens, who became assistant to the vice-president of operation and maintenance, C. W. Van Horn.

Mr. Shriver has a thirty-two-year B&O service record, having entered the Company's employ in June, 1910, as a machinist apprentice. After he finished his apprenticeship, promotions came to him in quick succession. He rose from machinist to fuel inspector, assistant road foreman of engines, assistant trainmaster and trainmaster. Then, in 1918, he was furloughed to enter military service.

In 1919 he was back, again as a trainmaster, but the following year he was made assistant superintendent of terminals at Baltimore, and a year later, terminal superintendent at the same place.

In 1930 he became superintendent of the Baltimore Division. In 1936 he was transferred to the superintendency of the Cumberland Division, returning to Baltimore in January, 1941, to become general superintendent of the Maryland District.

Other Changes

E. C. Cavey, superintendent of the St. Louis Division, has been granted leave of absence to become deputy associate director of the Division for the Southern Region, Office of Defense Transportation. His headquarters will be at Washington, D. C.

A. H. Woerner has been appointed superintendent of the St. Louis Division, with headquarters at Washington, Ind., in the place of E. C. Cavey, on leave. Mr. Woerner started his B&O career in 1910 as a rodman in the Engineering Department, and he has been an assistant supervisor, assistant division engineer, district bridge inspector and division engineer. He has been superintendent of the Indianapolis Division.

R. C. Diamond, trainmaster at Indianapolis, has been appointed superintendent of Indianapolis Division in the place of the late F. J. Kahle. Mr. Diamond came with the B&O in 1916 as a caller at Cincinnati, and after successive promotions, he became trainmaster at Indianapolis in 1938.

A. W. Conley, trainmaster at Washington, Ind., has been appointed terminal superintendent of the Buffalo-Rochester Terminal.

A. S. Waller, trainmaster at North Vernon, Ind., has been appointed trainmaster at Washington, Ind., vice A. W. Conley, promoted.

Baltimore and Ohio Magazine, September, 1942



C. M. SHRIVER

H. I. Walton has been appointed trainmaster at North Vernon, vice A. S. Waller.

G. R. Littell, terminal agent at Cleveland, has been granted leave of absence to become assistant director of the Rail-Truck Section, Office of Defense Transportation, at Cleveland.

Harry Doyle Re-elected President, System Federation, No. 30

AT THE biennial meeting of System No. 30, Federated Shop Crafts, Baltimore and Ohio Railroad, held in Cincinnati on May 13, H. J. Doyle was elected president of the Federation for the fifth consecutive term. He was unopposed. He was first elected in 1934.

Mr. Doyle was elected secretary of the International Brotherhood of Electrical

Workers on the B&O in 1922, continuing as such until 1930, when he was advanced to the post of general chairman. He has occupied this position ever since.

Mr. Doyle has also been secretary of the General Chairmen's Association of the B&O since its inception in 1935.

Joe Edel—Friendmaker

CAR FOREMAN JOE EDEL of Butler, Pa., is a CTP go-getter. Special Representative C. N. Fullerton was talking to Joe recently about making and keeping friends for the railroad. Edel smiled, told this story:

"A dealer here in town had a traveling electric crane. He sold it and was going to ship it. He called me up and asked if I could furnish three flat cars to carry the crane. I told him I thought we could get the three cars for him, but I knew a way by which he could save money. I would get him a sixty-five-foot flatcar that would hold the whole crane with 'idlers' under each end. He would save about \$100.

"The dealer shook hands with me and said, 'Thanks a lot, Joe. Why didn't I think of that?'"

Thus Joe clinched a friendship for the B&O.

World's Largest Camera Built for Alton R. R.

THE story of how the Chicago and Alton Railroad (now the Alton) built the world's largest camera back in 1900 in order to make a huge photograph of its new "Alton Limited," is told in the September issue of the *Railroad Magazine*, which went on sale August 1.

The camera, weighing 1,400 pounds, had to be transported by flatcar to the spot near Brighton Park, Ill., where the photograph was made on a plate eight feet wide and four and one-half feet high. Construction of the camera and the making of the photograph were directed by George R. Lawrence, the Alton's official photographer, who had fourteen photographic experts to assist him in the latter operation.

The photograph turned out perfectly. Several contact prints of the "world's finest train" were shown at the Paris Exhibition, and one still hangs in the Alton offices in Chicago.



E. M. CAVEY



A. H. WOERNER



R. C. DIAMOND

Our Little Railroaders

A Bold Little Miss

By ENGINEER JOHN NISBET, Cumberland

*I've been only nodding, napping,
Napping in my chair
When lo, I see there comes to me
A vision sweet and fair.
Her two blue eyes quite match the skies,
Her hair's of fine spun-gold,*



*Dimpled chin and rose-leaf skin—
She's only four years old.
A nerry miss, this vision is,
As bold as bold can be.
Upon my cheek she plants a kiss
And cuddles up to me.
"Grandpa, dear," she tweaks my ear,
"Your supper's gettin' cold."*

How "The Pines" Helps Crippled Children

SOME day when the war is over you will want father and mother to take you on a trip to Berkeley Springs, W. Va. You go by B&O to Hancock, Md. Then you ride in a little bus for six miles to the lovely little town which nestles in the Allegheny Mountains. Since before George Washington's time Berkeley Springs has been

This is "The Pines," West Virginia's Foundation for Crippled Children.

I wish that every child who has suffered from infantile paralysis (the children call it polio) or arthritis could stay awhile in this lovely place.

The healing waters of Berkeley Springs are piped uphill to "The Pines." The children not only drink it at regular hours throughout the day, but they also bathe in it. There is a fine big pile of white sand, furnished by the Pennsylvania Sand & Glass Company, in which those who are able may play.

Many children who suffer from the effects of "polio" or arthritis build up their health at "The Pines" and are very happy there, but come home feeling so much better because they have learned how to make themselves useful, even though perhaps they are not entirely cured. Some do get entirely well.

Most girls and boys who are crippled

often feel that they are different from other people. This is true to some extent, but "The Pines" helps them to forget it. As soon as they see other girls and boys who suffer as they do or who are crippled as they are, they realize that thousands of children in the world have become happy and that they can too.

Imagine going to school in bed. Yes, these children not only may go to school in bed, but they also go swimming in bed. I'll tell you all about it.

The superintendent at "The Pines" is Mrs. Edna Stigers. When her husband, Dr. P. E. Stigers, B&O surgeon, died, Mrs. Stigers, who was a trained nurse, looked around for some kind of useful work. At "The Pines" where so many children had come and who needed a fine motherly person to take care of them, she found just the work she wanted. She loves her work and the children, and her staff love her. She has a number of assistants. There are four nurses, a schoolteacher and a physiotherapist. A physiotherapist is a doctor who helps these little people back to health by straightening out their limbs, rubbing their muscles, placing them in comfortable positions in bed and chairs, showing them



Mrs. Stigers, Beloved "Mother" of all the Little Patients at the Pines

famous for its fine mineral springs and for the kindness of its people. There are mountain trails over which to hike, good roads, swimming pools, mineral water baths, good food. And you will always find a welcome among the folks. But be sure to take the winding, shady trail that winds uphill past Berkeley Springs post office. In a little less than a mile there is a clump of lovely pine trees in which is set a long rambling house. As you go towards it you will hear the voices of happy children.



Some of the Happy Young Folks at "The Pines"

how to take exercises that will help them. Forty children may live here at one time.

Many are able to lie upon or play in the sand pile, in the sunshine. It is very good for them. Every time they crawl or push themselves along or jump into the sandpile they exercise their arms, legs and backs. That helps their blood to move faster, makes muscles stronger, and helps to straighten bones. The children think it is great fun. The sand pile is just back of a long, lovely sun porch. Children who can't get out of bed are moved, bed and all, out on the sun porch. What fun they have watching the others play. They laugh and shriek with them, and look forward to the day then they, too, may get to the sand pile.

They invent games to play, even those who are in bed. Most of them play with toys.

There is a fine schoolroom. The sunshine streams through windows. Sunshine is what all children need and like. The schoolroom doors are wide, and those who cannot get out of bed are wheeled in, right in their beds. There they may learn to read, sing, draw, count, write and spell. If they can't hold a book they may learn from a chart or blackboard. Nurses help by bringing books and toys to their beds. Some of them who use their hands, have learned to paint in water colors and crayons. Many can follow patterns and make stuffed toys and dolls. They learn this also in the schoolroom. Fine stories are read to them and together they enjoy their few hours at school each day very much.

For swimming there is a grand pool. Those who do not need help get into the pool by themselves. Many have learned to swim. Those who can sit up are put into a swing built like a high chair without legs. Then they are let right down into the water where they swing their limbs and enjoy the pool more than they enjoyed anything before they came to "The Pines."



Joan and E. J., on their "Fish Train"

Those who can only lie down are lifted to the water bed or water couch and let down into the waters, just a little way. While they are sitting or lying in the water the physiotherapist gives them massages. They shout and yell and laugh and sing and whistle just as other children do. Swimming time is a wonderful time.

The dining-room is a fine, bright room. Here are many tables with chairs to fit the little folks who eat here. Guess what is their favorite dish for lunch? Macaroni. For supper they love sandwiches. But there is a great variety of foods. Plenty of fresh fruits and vegetables grow nearby.

How fine it is to know that there is such a place as "The Pines." Be sure to visit it when you go to Berkeley Springs. We thank City Passenger Agent Harry Kight, Philadelphia, for telling us about it.

The Streamline Train

By PEARL KINDER, Daughter of Trackman Ora M. Kinder, Hamler, O.

Each night about a quarter before nine
I hear the whistle of a fast streamline.

I run to the window and look through the glass—

How thrilling to see a streamline train pass!

Joan Hay and "E. J." (Everett) Hodap Build a "Fish Train"

J. FRED HODAP, supervisor locomotive operation, Cincinnati, went on a fishing trip. Several times the results of his hauls were sent to his sister and to B&O friends in Cincinnati, including Harry Duncan and Harry Rees. Fred's grandchildren, Joan Hay and "E. J." (their father is Electrician Everett Hodap, East Dayton), became so interested in the train which hauled the fish from the lake to Cincinnati that they decided to build a "fish train" for themselves. Much to Grandpa's amusement and amazement, the result was as pictured above.

Trio of Sweet Graduates

LUELLA TROMBLY, twenty-four, daughter of Dr. and Mrs. Frank F. Trombly, The Alton, Chicago, received her certificate of medicine from Loyola Medical

See **Graduates**—Page 28



LUELLA TROMBLY



LILLIE WEBER



SHIRLEY JEAN THOMAS

"We do not expect that each of our women railroaders—or men, either—shall turn in a masterpiece of work every day; it is gratifying, however, that they do work faithfully and conscientiously, and that they do bring in a 'nugget of gold' every little while."

—Daniel Willard

WOMEN OF THE RAIL

Edited by MARGARET TALBOTT STEVENS



Japanese-Born English Girl Teaches Language to Our Soldiers and Sailors

By THERESA TRAGNEY, Stewardess-Nurse, The Shenandoah

ALTHOUGH I have been a Baltimore and Ohio stewardess-nurse for only a few months, I have had many unusual and pleasant experiences.

One day in June I noticed a tall, thin, rather lonely looking girl seated in the coach. There was nothing outstanding about her. She had plain, even features, lovely blond hair, large, sad, blue eyes. I guessed her age to be about twenty. I stopped to chat with her.

As we spoke of casual things I noticed a delightful British accent, which intrigued me. I asked where she was getting off.

"I'm getting off at Chicago," she replied, "but my final destination is Michigan.

You see, I'm going to teach at the university there."

It seemed odd that such a young girl should teach students older than herself. I asked her to explain.

She leaned back in her seat, stared out of the window for a moment, then proceeded to tell me a most fascinating story.

"I'm going to the University of Michigan for the United States. Although I am proud and happy to offer my humble contribution to the land of which I am a citizen, in my heart I feel almost like a traitor. You see, my home was in Japan. My father and mother moved to Tokio soon after their marriage, because Dad, as a newspaper correspondent, was assigned there. They found living conditions excellent. The climate was warm, food inexpensive, and servants worked for two cents a day.

"My older brother and I were born in Japan. We spoke the native language before we learned English. We went to English schools and wore English clothes, but these were the only foreign customs we followed. Naturally, the majority of our friends were Japanese, and we were accepted into their circles at a very early age.

"Before you stopped to chat with me, I was thinking of the great flood which we encountered in 1936. My brother and I thought it would be fun to put on our bathing suits and wade through the streets of Tokio. We hadn't gone very far when we discovered the disastrous effects of the flood. Bodies were being piled along the sidewalks, and many persons were combing the streets trying to find relatives and friends.

"We have also experienced earthquakes, and though we knew these tragedies would be repeated, we still loved Japan.

"A few years ago I came to the United States to study in a western university. I was amazed at the difference in customs. My greatest shock was the behavior of children. Bowing to our parents and showing the highest respect for our elders had become second nature to my brother and me, so you can imagine the let-down. Surprisingly enough, I find myself using slang in the short time I have been here.

"The scene as I boarded the train in Tokio will always remain in my memory. It was a group of Japanese women standing in line waiting to receive the ashes of their soldier dead. Not a sound or sign of grief could be heard or seen. They accepted the small urns, and walked away, heads up and smiling.

"After we left Tokio and landed on American soil, my brother was immediately accepted into the Air Corps. I was given this opportunity to teach the Japanese language to the soldiers and sailors at the University of Michigan.

"Some day, when this terrible dream is over, I shall return to Japan, as a free citizen, from a free country, entering a free



ELIZABETH O. CULLEN

Reference Librarian, Bureau of Railway Economics Library, A. A. R., Washington, D. C. Photo by C. William Wilbeck. Courtesy Railroad Magazine



HELEN LECHLITER



Drawn for Office of War Information

country, but until then, I can only dream of the past, and pray for the future here."

And thus I left this girl who had seen more of life in twenty years than most of us do in sixty.

Section Foreman's Daughter Represents State in 4-H Training Camp

HELEN LECHLITER, daughter of Section Foreman A. D. Lechlitter, Cresaptown, Md., was selected to represent the State of Maryland's 4-H Club girls at the Danforth Foundation Leadership Training Camp, Shelby, Mich. Helen has been active in 4-H Club work for twelve years. She has attended Camp Algawa for eight years, and Boys' and Girls' Club week at the University of Maryland for seven years. She is a member of the College 4-H Club and treasurer of the Maryland All-Star Organization.

She was graduated from the Cresaptown Junior High School in 1936; from Allegany

High School, Cumberland, 1939. She is a student at State Teachers College, Frostburg, Md., and expects to graduate next June, when she will be qualified to teach in Maryland's elementary schools. She plans to continue 4-H Club work.

Her father, twenty-five years in B&O service, is foreman of Section 24-A, Cumberland Division. Her brother, Nile, is a junior at Allegany High School. Mother keeps the home fires burning.

Air Saleswoman

MARIE C. HADLEY is with the American Airlines. She started on her first air job thirteen years ago. Today she is a member of St. Louis sales office of American Airlines, the first woman to hold this job in aviation.

She started in as secretary. It took her five years to persuade the airline to let her sell. She prepares attractive windows for Airlines displays in St. Louis. She is a member of the National Federation of

Soroptimists; Business and Professional Women's Club and the Women's Advertising Club. She has spoken before various organizations, including the Sales Executives Club in Oklahoma City. She recently won two fine awards for the best window display of the month in the fifty-seven cities served by her company. Quoting from a sales bulletin issued by the general officers of American Airlines in New York, December issue: "To Marie Hadley of St. Louis went the honor of leading the 'Big Five' (five best sales made for the system during the month) for the month with the Archdiocese of St. Louis account. This account, incidentally, ranks third in size among the accounts for the entire year, and also ranks with the six largest accounts ever sold."

Marie frequently goes on the air—and writes her own scripts.

A Good Secret

THEODORE N. VAIL, president of the A. T. & T. Company for a good many years before his death in 1920, was an outstanding "great" in telephone history. One day a friend, talking with him about some of his experiences, is said to have asked, "Didn't you ever get discouraged?"

"If I did," Mr. Vail answered, "I never let anybody know it."—Ohio Bell

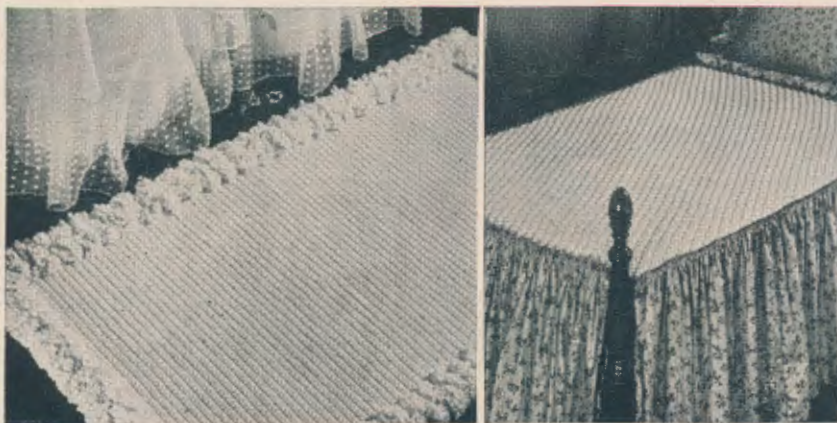


Marie Hadley checks on one of her own window displays



AT THE SPRING BAND FURNACE, GLENWOOD, PA., SHOPS

Blacksmith C. D. Allen (wearing goggles), Glenwood Shops, proudly shows the office girls how the Spring Band Furnace works. Left to right: Helen McHale, Laona Sample, Jean French, Blacksmith Foreman George Hill, Christine Lindley, Edna Moxley, Gertrude Madden and Ann Gallagher



Crochet Rug and Bedspread—Instructions Free

Gifts That Will be Appreciated

WHAT finer gift for any woman from nine to ninety than a hand-crocheted rug for her bedroom or bath? For a very special person, crochet a spread to bedsize, then add a chintz ruffle. Here are two fine patterns that work up quickly. A postcard to Aunt Mary, Baltimore and Ohio MAGAZINE, 1202 B&O Building, Baltimore, Md., brings instructions without charge. Give full name and address. Request by number. Rug, No. 1918; Spread, No. 6034.

v-v-v-v

Graduates—From Page 25

College on June 3. She had a scholarship to the College of St. Teresa, Winona, Minn., where she took her first year of pre-medical work; her remaining two years of pre-med. were taken at De Pauw University. She was a member of Delta Zeta Gamma Sorority. At Loyola Medical School in her sophomore and senior years she was class secretary; in her senior year she was president of Epsilon Chapter of Nu Sigma Phi Medical Fraternity. She is a member of the American Medical Women's Association and Volini Medical Society. She expects to interne at Milwaukee County Hospital, Wauwatosa, Wis. Dr. Trombly is in his thirty-third year as physician and surgeon, Alton Railroad, Chicago.

LILLIE WEBER, eighteen, daughter of Chief Clerk Henry C. Weber, Public Relations Department, this year was graduated from Eastern High School, Baltimore. She completed the academic course and hopes to enter business college shortly. Lillie is interested in athletics. She was squad captain in the school gymnasium. She collects junk jewelry, is exceptionally fond of ice skating, takes an active interest in young people's work at Boundary Methodist Church; she swims, plays badminton and does various kinds of handicraft work, including beaded designs, making books of clippings, arranging flowers, specializing in corsages.

SHIRLEY JEANNE THOMAS, nineteen, daughter of Public Relations Repre-

sentative C. Vernon Thomas, on June 4 was graduated from the Junior College of the University of Baltimore with a title Associate in Arts. Shirley was president of the Women's League of the University of Baltimore, vice-president of her Sophomore Class, secretary of the Cotillion Board, member of the Year Book staff, of the Assembly Committee, Glee Club, girls' basketball team, and on the staff of the school paper, *The Baloo*. For two years her average was 88.2, and at graduation she held the second highest average in the college. She was one of five to win the University Service Award, a gold key, in recognition of outstanding helpfulness which she rendered through extra curricular activities.

Correction

On page 38 of the June (Annual Women's) issue of the MAGAZINE it was erroneously stated under the picture of Elizabeth Martin that she is "secretary to the general manager, Cincinnati."



THE BRITISH WOMAN PORTER HAS HER TROUBLES

"There's another man porter gone off to the front"... "Worse—why do people insist upon big packages?" ("Goods" means "freight" to you and me)

Miss Martin is a stenographer in the office of the general manager. We regret the error.

Avis Lobdell, Union Pacific, Passes On

AVIS LOBDELL, special representative of the president, Union Pacific R. R., died at her home in Los Angeles on July 24, age fifty-two.

Avis was one of the country's outstanding railway women. She had served her railroad for twenty-six years and was popular with railroaders everywhere, women's clubs, travel bureaus, and wherever large groups of women gathered. An able speaker, she was always in demand. One of the first women passenger representatives, the first railroad woman public relations representative, she originated the now famous Challenger trains of the Union Pacific. She inaugurated the first railway stewardess-nurse service. A pioneer among railroad women. Thousands knew her and mourn her passing.

B&O Women's Music Club Invites You—

By **ANNE CLARK**, President, Baltimore & Ohio Women's Music Club

IF EVER there was a time in history when we need to keep our chins up and sing, this is it. The Baltimore and Ohio Women's Music Club, Baltimore, invites all B&O women employees and women members of our employees' families to join us and help in our war effort.

Our first assignment for the 1942-43 season is to prepare a program of light opera songs to entertain our soldiers in the camps around Baltimore. One experience

at Fort Meade last Spring convinced us that our boys love that type of music. They also like group singing, in which they all participate at the end of the program.

Kathryn Gutekunst, director, is an outstanding musician and composer, and has a magnificent voice which we are privileged to hear at intervals. Doriz Nigh Zahn, our accompanist, is a fine musician of wide experience. **Rehearsals:** At the Baltimore and Ohio Building, Baltimore and Charles Streets, Tuesday evenings from 6.30 to 8. First meeting for season, September 15. **Dues:** \$1.00 per month, or \$9.00 per year. The course covers a fine vocal lesson preceding each rehearsal. Won't you join us? Write or call Emma S. Schott, Law Department, B&O Building (Plaza 0400, Extension 32); or Mrs. Katherine Stapf, Relay, Md., or see any other member of the Music Club.

Toujours! . . . Le Chou-Chou!

(Dedicated, in fun, to the Baltimore and Ohio Women's Music Club)

By SAMUEL RICHARDS GAINES

Japeth was a railroad man,
A passenger agent, he;
In his own mind he thought he ran
The whole shebang, you see.

But when he was retired, alas,
Here was a problem . . . yes,
He yet could ride upon a pass,
But with strange wistfulness.

Somehow his mind had always run
Upon the plan that he,
And he alone, had really done—
Had made railroad history.

And altho' when he retired, he sat
Around awhile, confused,
He finally declared: "Well, that is that. . .
And now I must be amused!"

So, at the five-and-ten he found
A painted train of cars. . .
His radiant joy was as profound
As a child with fresh candy-bars!

So now, 'round Copley Square each day
Goes Japeth with his train!
His "working-world" has turned to play. . .
He is "running his railroad again!"

"School Days, School Days"— And Fashions for Everybody

BEGINNING with October MAGAZINE a new lay-out will be made of our pattern cuts. Fashion prices generally have greatly advanced, but we are happy to announce that, through a special arrangement with our Pattern Bureau, our B&O MAGAZINE patterns will continue to be sold at ten cents each. We hope that you will like the new fall fashions.—Aunt Mary.

3305. Jumpers are setting an all-time high in fashion popularity. They're wearable,

Baltimore and Ohio Magazine, September, 1942



becoming, economical. This design is right for any type of figure and can be worn with its own blouse or with any sweater or shirtwaist that you have on hand. The soft bodice is flattering. You'll like the way the skirt subtracts apparent inches from your hips. Sizes 12 to 42, inclusive. Size 36 requires 1¾ yards of 35-inch fabric for short sleeved blouse; 3½ yards for jumper. . . **3535.** A slenderizing, smart frock. Sizes 16 to 50. Size 36 takes 3¼ yards of 39-inch fabric. Short and long plain sleeves are also included in the pattern. . . **3295.** "Basque in the limelight." Sizes 10 to 20. Size 16 needs 3¼ yards of 35-inch fabric. . . **2593.** "Go-Everywhere" two-piecer for girls. Sizes 8 to 14. Size 8 uses 2½ yards 35-inch fabric. **Our full-color Fashion Book is just 10 cents. Send for your copy now!**

Please Use This Coupon When Ordering Patterns and Fashion Books

Baltimore & Ohio Magazine Fashions
121 W. 19th Street
New York, N. Y.

Enclosed find _____ cents, for
which please send me the following:

No. _____ Size _____ No. _____ Size _____

No. _____ Size _____ No. _____ Size _____

Fashion Book _____

Name _____

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City _____

State _____

All Patterns and Fashion Books 10 cents
each, unless otherwise stated



Allied Women Unite for Victory

MORE than 5,000 Allied women are taking their places in British factories and fields. Mobile dental units visiting Polish military camps training in Britain are staffed entirely with Polish women surgeons and nurses. One hundred and fifty Czechoslovakian nurses, a majority of whom made their way to Britain after the collapse of France, are stationed on duty with members of the Czech squadrons in the R. A. F. Women doctors of every nation are replacing men in hospital posts. From six to seven thousand of them are now on active duty, releasing male doctors for services with the armed forces. Dr. Sarah Bowditch, who tends thirty to sixty civilian cases in a London hospital, is an American graduate of Johns Hopkins Medical School.

British Women In the Air

In the Women's Air Transport Auxiliary of Britain, women representing fourteen nations are now working with the R. A. F. They ferry Spitfires, Hurricanes and bombers from plane factories to airdromes in England and Scotland. In the last year, women pilots of Air Transport Auxiliary (latest official figures reveal that 100,000 women pilots, mechanics and radio operators are the personnel target for this new auxiliary service) had the lowest accident rate of any air service in the country. From many countries of the world, including Spain, France, Chili, adventurous young women are finding their way to England to join the Air Transport Auxiliary.

British Government Trains Them

Many Belgian and French women are attending some of the fifty government training centers, which in cooperation with industrial firms, familiarize and train women with machines and mass production processes.

"Today there are six and one-half million women now behind the front line soldiers in England's war effort," says Countess L. I. Zamoyska, Inter-Allied Information Center, New York. They come from all social groups and classes. The granddaughter of a famous novelist works at a government training center. A dressmaker from the famous firm of Worth is making incendiary bombs. A photographic model is driving trucks. One mother of ten children recently took a job as "milkman."

Australia and China

In Australia, 500 new recruits have commenced training for Women's Air Transport Auxiliary. Already 400 women pilots are on active duty with the Royal Australian Air Forces. In China, Madam Chiang Kai-Shek has become the symbol of the emergence of her countrywomen from centuries of sterile tradition. For the first time in their history they are emancipated and are

approaching equality with men. Today Chinese women are the educators, the healers, the upholders of morale in the four-year war against Japan. Some, like seventy-four-year-old Madam Chao, who leads a Chinese guerilla army of 30,000 women volunteers, share the hardships and rigors of fighting behind the enemy lines.

Underground Activities

In Norway, hundreds of women are in prison for their underground activities. In France, Belgium, Holland and Czechoslovakia women distribute a great portion of the underground anti-Nazi papers. In clothes baskets, in their blouses, in hats, in their shopping bags, women distribute the hundreds of papers, pamphlets and posters telling the enslaved millions the truths of the war and encouraging them to resist German efforts at collaboration. Thousands of Polish women who were deported east during the Russian occupation of Poland are now working in rehabilitating and training 300,000 Polish troops on the Volga plains. In Russia itself, with the army and in the factories, thousands of young women are carrying the burdens of men in the Soviet resistance against German invaders.

British and Russian Railway Women Carry On

B RITISH women hold thousands of railway jobs, many never before held by women. They are waiters, signal operators, shop workers, truck drivers, porters, "call boys," baggage handlers.

The minister of War Transport meets and talks with railway women and men on equal footing. There are maintenance of way, many gangs of them; lever operators, platform truck women. They work throughout blackouts, and are unconcerned at the sound of air raids or gunfire.

Wives and daughters of railroaders in both England and Russia are filling the gaps to keep the wheels turning. In Russian railway stations women porters have special rooms where they cook their own meals, rest, and knit for the soldiers. On the door of these rooms there is a sign: "LADY PORTERS. PLEASE KNOCK."

These women also serve as train porters, red caps, dining car waiters, cooks, ticket collectors, coach cleaners, laborers, polishers, bench hands, lathe workers, brush gaugers, flame cutters, acetylene welders, electric welders, machinists, station painters, train callers. They drive horse-drawn delivery wagons. They seem to have unlimited amount of energy and perseverance. Schools and training centers prepare women for railroading.

The Southern Railway in England, which employs over 5,000 women, has established training schools at Chislehurst, East Croydon and Clapham Junction. A model

ticket office provides example; women are taught how to handle baggage and weights. In portage skill counts for more than brawn, says Professor Winifred Cullis, of the British Press. The training and testing lasts from three to four weeks; they are paid fair wage during and after training. Trainees wear a dark blue serge uniform on duty. In the shops, boiler-suits and dungarees are official dress. More than 80,000 railway men have exchanged their blue overalls for the King's uniform; upwards of 50,000 women have stepped into their jobs to help run Britain's railways.

Many signs posted at railway stations read:

TRAVEL ONLY WHEN YOU MUST . . .
TOO MANY RAILWAY
PASSENGERS . . .
SMALLER PARCELS PLEASE

British railways, like ours, are moving many troops. There are brief snatches of conversation as trains stop at railway stations, but even with the soldiers, British women are careful lest they divulge important information. "Where are we?" shouted the boys, their heads out of the windows, at a British railway station.

"This," replies a woman porter, "is the town of X. And you are on your way." Bit of laughing. The train moved on. Songs echoed through the train shed. "There'll Always be an England."

RBWA Holds National Convention

THE second annual convention of the National Association of Railway Business Women, held at the Edgewater Beach Hotel, Chicago, July 25-27, was attended by several hundred railway women employees. President Hazel Cornell, Northern Pacific Railway, St. Paul, spoke on the subject of positions now held by railroad women. Alice Floyd Miller, representing the United States Treasury Department, told the work of women in purchasing and selling war bonds. Marion McKinney, director of Women's Division of the Union Pacific, spoke about women and their part in the railroad industry. J. Y. McLean, director of Labor Relations, Rock Island Railway, talked on the progress of railroad women during the last two decades. "Around the World on a Penny" was the subject of Mrs. Anita Willet Burnham at brunch on Sunday. . . Bernice Koller, Rock Island Railway, Chicago, was elected president for 1942-43.

Fashion Restrictions

According to a ruling of the War Production Board, after September 1 certain maximum measurements must be observed in the manufacture of dress patterns. This is in accordance with the program for conservation of materials. After February 1, there will be further restrictions.



WOMEN OF THE ALLIED NATIONS IN WAR EFFORT

1. Captain Terre (left), Commandante of Free French Women Volunteers, discusses problems with a fellow officer. 2. Women's Royal Australian Naval Service. The WRANS operate at Harman Naval Station, near Canberra. Games in a well-equipped recreation room keep them fit. 3. A woman of the Belgian Congo. One of many who train natives to use scientific instruments in hospital work. 4. Miss Kadulicova, from Uzhorod, Czechoslovakia, cooks for the ATS in Britain. Here she gives out lunch to a Belgian ATS girl. 5. Chinese Girl War Workers,

Montreal. Meet Roslyn Chan and Elsie Lee, inspectors in a small-arms ammunition plant. 6. Cleaners' Parade, London. Lining up for the day's work. These are laborers on the London Passenger Transport Board. Many have husbands in the forces. They clean both underground and surface trains and work on the track. (Upper photos courtesy Public Information, thanks to Countess Zamoyska. No. 6, Fox Photo, courtesy British Press, thanks to Professor Winifred C. Cullis).

Tale of a Peregrine Turtle

LOCOMOTIVES of the B&O on trains between New York and Baltimore pick up water on the run as they pass Swan Creek. But Engine No. 5309 recently picked up something else. A lady turtle essayed to take a bath in the trough that lies between the rails and found herself suddenly riding high in the scoop of the locomotive.

From the scoop she was hurled into the scoop-channel, and thence into the locomotive tank. When the train arrived at Camden Station, says Road Foreman W. H. Stevens, inspection revealed the twenty-two inch snapping turtle, much worse for wear,

with scarcely a breath left to tell the tale. She was floating helplessly on the surface of the water in the tank. Engineer George Ramsey and Fireman Homefelt were non-plussed. They had been hauling a free passenger and in the engine at that.

Road Foreman Stevens, who knows his turtles, explained: "Without a doubt she came from Swan Creek, where her family is well known. When a mamma turtle lays her eggs she comes out of the water and makes for the sand in a sunny spot on the shore. En route to the uplands, she had to cross the railroad tracks. Reaching the trough filled with water, she

decided that a little refreshment might help her continue her slow journey on a hot forenoon, so in she slid."

The end of the tale for Madame Snapper was somewhat tragic. But for Pete Williams, porter, at Camden Station, it was—delicious! Pete's eyes grow starry at the remembrance of the meal. "Turkle stew! Oh, my soul! . . . An' oh, them turkle eggs! Fit dish for any king! In all my twenty-seven years with the B&O, ain't nothin' so good happened to me before!"

v-v-v-v

It is better to say a good thing about a bad fellow than to say a bad thing about a good fellow.

C. M. House Elected Head of Railway Club

C. M. HOUSE, superintendent of motive power and equipment for the Alton Railroad, has been elected president of the large and influential Western Railway Club for the current year.

Mr. House, who began his career in 1904 as an apprentice in the shop of the American Cast and Foundry Company at St. Charles, Mo., has been motive power superintendent on the Alton for the last fifteen years and for some time has been active in the railway organization that he now heads.

Prior to becoming its president, Mr. House was a member of several of the club's important committees. In 1940 he was named second vice-president, and last year he became first vice-president of the organization.

Born in Missouri in 1890, Mr. House went through the public schools at St. Charles and afterwards completed a correspondence course in mechanical and architectural engineering. After four years of apprenticeship, he became a draftsman on interurban cars for the Danville Car Company of Illinois in 1908.

The following year he went with the Chicago and Alton as a general draftsman and he remained there three years. Between 1912 and 1917, he changed jobs frequently, going first to the Union Pacific Railroad, then back to the C. & A., then to the American Car and Foundry Co., and finally to the C. & A. again. This time he became chief draftsman at Bloomington.

Four years later he was made general car foreman at Bloomington, and in 1927 he was promoted to his present position,



C. M. HOUSE

with headquarters at Bloomington. His office was changed to Chicago in 1933.

While in Bloomington, Mr. House was active in civic affairs and he was a director of the Chamber of Commerce there for a number of years.

Now, as the able and personable president of the Western Railway Club, he is serving the railroad industry in two capacities: first as the head of a vital railroad mechanical department, and second as the head of a group designed "to gather and disseminate knowledge pertaining to the railroad industry and to advance its relations with the general public."

Former B&O Woman Now Serves U. S. O.

DURING World War I, Mrs. J. E. Drury was in the telephone office of the B&O in Baltimore. Now, during World War II, she is giving her services to the United Service Organizations.

She is a member of a U. S. O. group known as the Mother and Daughters Club, which has sponsored picnics for service men and their girl friends each Sunday during the summer. The outings have been held at private country and seashore homes and at a public beach, and the food for the occasions has been donated by the U. S. O. women. At a total of ten outings, to date, 2,200 service men and 800 girls have been entertained.

Miss R. E. Richmond, of the B&O Car Service Department, Baltimore, and John Kurtz, of the Storekeeper's Office, Baltimore, also are working for the U. S. O. in their spare time.

G. P. Lerch Retired

CLINTON P. LERCH, of Du Bois, Pa., senior dispatcher on the B. R. & P. and B. & S. systems of the B&O, who retired on May 16 of this year, has settled down to the quiet enjoyment of gardening and hunting.

He began his railroad career in 1894 at the age of eighteen, becoming a messenger and clerk on the old Alleghany Valley Railroad at Summerville, Pa. By 1898, he had become agent at Fuller, Pa., and in that year he resigned to take a better job with the B. R. & P.

Steady promotions followed, and by the time of his retirement, after a forty-eight-year career, he had been senior train dispatcher on the B. R. & P. and B. & S. for many years. His headquarters were moved from Du Bois to Punxsutawney about twenty years ago, but he maintained his residence in Du Bois.



C. P. LERCH

War Gobbles Up Historic Railroad

THE rails along the right-of-way of the third oldest railroad in the United States have been torn up to make frames for army cots. A total of 138 tons of rail was salvaged in the operation, and the contractor who bought the rails plans to re-draw them into steel piping for cot manufacture.

The rails formed part of the Crum Creek Branch of the B&O. This branch crosses the B&O main line at Eddystone, Pa., just south of Philadelphia. It was the western end of the branch, running from Eddystone westward for one and nine-tenths miles to an old stone quarry that was torn up. This section of track followed for some distance the original right-of-way of the old Leiper Railroad which was built in 1809.

Only two other railroads were built in the United States prior to this date. One was a tramway constructed in 1795 and used to haul bricks from a kiln atop Bacon Hill in Boston down the steep slope to the street below. The second was built by Silas Whitney twelve years later to

facilitate movement of horse-drawn wagons in a Boston street.

Both of the first two roads, like the original Leiper road, were constructed with wooden rails. Thomas Leiper built his railroad to transport stone from his quarry to a creek three-quarters of a mile away, where the stone could be loaded onto barges and floated down to the Delaware River. The railroad cost him \$1,500 to build.

In 1887, the Leiper road, which had been rebuilt with steel rails, was sold to the B&O. But in later years trucks were used to haul the quarry products, and this part of the Crum Creek Branch has not been used for the last fifteen years.

The charter provides that railroad service must be supplied to the quarry whenever the quarry owners demand it, but the Leiper family, which still controls the stone works, agreed to waive this provision for the duration of the war so that the rails could be salvaged for more vital purposes.

CTP Activities

(CTP notes this month are arranged in alphabetical order according to the names of the cities from which they were received. This arrangement will be continued in succeeding issues.—The Editor)

Butler, Pa. By MRS. R. J. BINAU. The ladies' CTP met August 19, Mrs. Edinger, vice-president, conducting the meeting. At our September meeting a lecture on nutrition was scheduled. Business was reported by Mrs. Steger, Mrs. Edel and Mrs. Binau.

Chicago, Ill. By LENORE LODERHOSE. The Women's Division met June 24 after a dinner in the Alton Restaurant. Our speaker was Mrs. Seymour Shane, of the Red Cross. She told of the formation of the Red Cross, its purpose and organization. She said that the American Red Cross is the largest group of voluntary relief workers in the world. . . We raffled off a \$50 bond, a \$25 bond and \$5 in war stamps. H. O. Wertenberg, of the B. & O. C. T., won the \$50 bond; Miss Barbara Hanson won the \$25 one, and the war stamps went to T. Moran, B. & O. C. T. Mary White and Barbara Fluck drew the names. . . Winifred Garland and Bess Keough won the two \$1.50 door prizes. Thirteen girls reported passengers.

Chillicothe, Ohio. By MRS. JOHN DEVLIN. Ninety-seven attended the July meeting in Mound City Park. Mrs. Gail Vaughn and her committee served a covered-dish meal at noon, and afterward Miss Betty Street gave several readings, and Mrs. Harold H. Brown played the accordion and led group singing. Mrs. Nelson Grove gave a talk on ways of saving waste fats for the war. . . Mrs. C. J. O'Donnell was chairman of our committee which took part in the Fourth of July civic celebration. The B&O Traffic Club flag, made by Mrs. A. L. Johnson, was carried in the parade. Four-year-old Sally Sprague Strigley, granddaughter of Mr. and Mrs. E. E. Elswick, was a majorette and led our group. Then came Mrs. Elswick carrying the flag, and a number of our ladies bearing a huge "V." . . Our secretary, Mrs. Harold Ward, has recently been graduated from a nurse's-aide course. . . Business has been reported by Mesdames Reppel, Seekatz, Norvell, Carroll, Elswick, Barnhart, Titus and Rahle.

Cincinnati, Ohio. By L. A. HIGHTSHOE. Signal Supervisor J. W. Kunker has become chairman of our CTP. He will be a worthy successor to the late W. J. Maloney, who was untiring in his efforts and accomplished much. . . The CTP basket picnic was held in Ash Grove on Sunday, August 9. There was a terrific downpour



MAJORETTE

Little Sally Sprague Strigley, who "led" a patriotic parade at Chillicothe, Ohio. She is the granddaughter of E. E. Elswick, B&O employee

most of the afternoon and the attendance was not as great as had been accepted. August Eisle was general chairman of the picnic committee. As a climax to the picnic program, the CTP was honored by a ceremony, during which we received an American flag. It was bestowed by the Clarence Halker Post No. 69 of the American Legion, Reading, Ohio. The ceremony was arranged by Bernard Meir, of the Police Department. . . Business has been reported by V. A. Pauly, A. H. Mincow, L. A. Hightshoe, A. B. Mattox, T. M. Carter, C. R. Ralphy, C. S. Mayfield, O. P. Cox, D. A. Hopper and Ray Albers. . . The Women's CTP met on July 20 at the Netherland Plaza Hotel. Following a luncheon, the ladies saw two motion pictures presented by the Heinz Company. . . Mrs. Frank Schmaltz, vice-president, conducted the meeting, and there were thirty-five present. Business was reported by Mrs. A. Seitz, Mrs. R. B. Emch, Mrs. Edward Welch, Mrs. Hamilton, Mrs. C. Weber, Mrs. Phillip Koth, Mrs. T. C. Smith and Mrs. W. A. Wood. Mrs. Anna L. Green, of the Temple Bar Building, also secured a less-carload shipment of new furniture.

Cleveland, Ohio. By MRS. LUTHER G. KING. The Women's CTP held its annual picnic on July 9 at Lakewood Park, located on Lake Erie. John Bliss, of Baltimore, was our guest for the occasion. An electric roaster raffled off at the picnic was won by Mrs. Benjamin Guhl. . . The August meeting was held at the home of the president, Mrs. Grover C. Bell. Afterwards there was a "stork shower" for Mrs. Bell's daughter, Mrs. David Johnson.

Cumberland, Md. By MRS. VADA D. BARNCORD. The Women's CTP here is sponsoring a "Health for Victory Program" among the wives, mothers and sisters of employees. This program, originated by the Westinghouse Company, is made available here through the Potomac Edison Company, and it includes instructions on health building meals, aiming at appetizing and nutritious meals at the lowest possible cost. Four classes have already been formed, representing the Back Shop, Car Department, Roundhouse and Bolt and Forge Shop. The Back Shop group is headed by Mrs. A. H. Bennett and Mrs. Alva Davis; the Car Department, by Mrs. C. M. Scott and Mrs. G. L. Arbogast; Bolt and Forge Shop, Mrs. R. W. Eves, Mrs. J. L. Fisher and Mrs. Rose Breighner, and the Roundhouse, by Mrs. C. F. Hare, Mrs. G. F. Forster and Mrs. E. G. Ziler. The Cumberland club takes pride in the fact that it was the first of the many such classes formed over the entire system. The women are taking a keen interest in the program. Each class is limited to forty. Within the next two months, additional classes will be formed. We should like to have every B&O woman enrolled. . . Our sixth annual picnic was held in Constitution Park, August 18. The activities included games, races and contests, and these were preceded by a short business session. Our chairman announced that the first practice for our newly formed Glee Club would be on September 16. Twenty members have joined the club. A chicken supper was served in the dining-room of the Park Casino. Following the supper, a few impromptu talks were given. Our picnic came to a close at 9.00 p. m. with group singing around a bon-fire. The picnic committee included Mrs. A. C. King, Mrs. T. C. Speake, Mrs. Alva Davis, Mrs. Rose Breighner, Mrs. E. G. Ziler, Mrs. Hanson Rice, Mrs. Arthur Souders, Mrs. J. W. Swick, Mrs. G. F. Forster, Mrs. S. S. Dowlan, Mrs. J. L. Fisher, Mrs. D. O. Owens, Mrs. George Keady, Mrs. Arthur Fisher, Mrs. C. E. Zimmerman, Mrs. G. W. Wenrich and Mrs. B. S. McCarty.

Dayton, Ohio. By M. C. HUMPERT. The CTP held its second annual outdoor meeting at Broadview Camp, Eastwood Park, August 4, with an attendance of more than 100 employees. A buffet supper was served, and some desiring a little exercise after the meal engaged in horse shoe pitching. Chairman M. C. Schwab outlined the purposes and accomplishments of the CTP. G. C. Stoecklein, chief clerk to superintendent, was toastmaster. Talks were made by R. L. Galleher, general freight agent at Cincinnati; J. W. Bliss, special representative; Dr. F. H. Hutchinson, medical examiner, Cincinnati; Lloyd W. Baker, division freight agent; E. H. Gardner, freight representative; C. P. Shanesy, city passenger agent; H. L. Gandenburg, freight service inspector; J. A. Wheeler, captain of police, and J. E. Fortman, chief clerk to division accountant; Dayton.



B&O DISPLAY IN "OLD TRAILS ROOM" OF OGLEBAY MUSEUM

Throughout the summer the B&O had an exhibit in Oglebay Museum, Wheeling. Above, George V. Denny, president of the "Town Hall of the Air," and Herbert J. Sanborn, director of the museum, look at a poster in the B&O exhibit. The B&O also displayed paintings, train and bridge models, and sections of steel rails showing their development from 1830 to the present. Crispin Oglebay, of the family sponsoring the museum, has just been elected a director of the B&O

Du Bois, Pa. By MARION K. SULLIVAN. The Women's CTP met July 15 at the Central "Y." President Mrs. Louise Roper presided and Miss Sullivan acted as secretary in the absence of Edna Clayton, who was ill. Business was reported by Mrs. John Mack, Miss Sullivan and Mrs. Russell Simpson.

East Salamanca, N. Y. By MAE F. CONNORS. The Ladies' CTP-Red Cross Group and the East End Workers are meeting each Thursday afternoon to do war work from one to five o'clock. The attendance is good, but there is still room for more workers.

Garrett, Ind. By MRS. F. J. SCHIVELL. The Women's CTP met in W. B. A. Hall on July 11. Fifteen members and one guest from Chicago were present as President Mrs. E. A. Wheaten called the meeting to order. Four ladies reported business. A silent prayer was offered for Mr. Daniel Willard and sympathy was extended to his family. Following the meeting, bridge and bingo were played.

Joliet, Ill. By TERESA L. BOURGUIGNON. The Women's CTP met August 4 at Moose Temple. A family picnic was arranged for August 16, Mrs. H. Freeston being named general chairman and Mrs. K. Rudisill and Mrs. Duke Witt being placed in charge of games and prizes, Mrs. F. Barone and Mrs. M. Chielewski in charge of coffee, and Mr. and Mrs. C. E. Hirsch and Mr. and Mrs. James McConnell in charge of tables. Nineteen were present at

the meeting. . . Mrs. McConnell and Mrs. Hirsch have been made assistant instructors in the Surgical Dressing Department of the Red Cross. . . Mrs. McConnell reports that the Red Cross is shipping its materials from here via the Alton and Santa Fe Railroads. . . There was a good attendance at the picnic, and there were many delicious things to eat on the long table, which was decorated with huge dahlias from the McConnell flower garden. Mrs. George Lambert, Jr., won a prize in the balloon-blowing contest, and every child received a gift.

Mahoningtown, Pa. By HELEN DANTONIO. Members of the Junior CTP held a theater party recently, hostesses for the affair being Lydia Castrucci and Marie Paluszak. After the show, the girls adjourned to a tearoom for refreshments. . . For August, we scheduled a picnic at Idora Park, instead of a meeting.

New Castle, Pa. By MRS. RAY J. NOLTE. Eleven were present for the July meeting at the American Legion Home. New business was reported by Mrs. Frank Logue, Mrs. S. Deegan, Mrs. J. B. Daugherty (president), Mrs. Ralph Audino, Mrs. Nolte, Mrs. Wink and Mrs. Morgan. An invitation to attend the Men's CTP picnic on August 5 was accepted, and it was also decided to have a breakfast at Cascade Park on August 19. Bingo was played after the business session.

Painesville, Ohio. By MRS. E. J. O'HERRON. Two hundred employees and members of their families gathered at Pains-

ville Township Park on July 28 for their annual picnic. There were guests from Akron, Youngstown, Cleveland, Cincinnati and New Castle. Feature of the entertainment was the ball game between the Painesville B&O team and the Akron Division champions, the local team winning by a score of ten to one. Special prizes of war bonds were awarded to E. A. Potts and Wm. Kiika. A third prize, a toilet case donated by Pugh Brothers' Jewelry Company of Youngstown, was awarded to John Lacotosh. Short talks were given by C. N. Fullerton, of Baltimore; C. J. Roessel, general freight agent at Youngstown; T. J. Johnson, of Akron, former yardmaster here; and Ford Andrus, of this city, a former B&O employee. Games for the children included a penny scramble, won by Della Poxon. Anita Cardina was winner of a green peanut hunt. A marshmallow eating contest was won by Dixie Lee Smith, and Tommy Wilcoxon won a prize in the balloon fight. Elizabeth Hadden, Phyllis Evans and Anita Cardina won prizes in an egg hunt. The entertainment was completed with a ball game between the local team and the New York Central team, of Collinwood. The score was eleven to three in favor of the B&O team. The picnic committee included H. A. Geldbaugh, general chairman; Mr. and Mrs. George Balla, Mrs. P. G. Hess, Mr. and Mrs. Harry Richardson, Mrs. Fay Poxon, Mr. and Mrs. Francis Miltner, Mr. and Mrs. Fred Carp, John Cardina, Mrs. John Pohl, Mrs. James Gallagher, Mrs. Dean Hadden, Mrs. George Snyder, Mrs. Grant Heimbaugh and Mrs. Russell Tuttle.

Pittsburgh, Pa. By MISS G. M. DONNELLY. The Women's Division held its annual picnic on June 27 in the large and lovely garden of Catherine Balkey's home, at Glenshaw. Major event of the afternoon was a baseball game between the Traffic and Transportation Departments, umpired by H. E. Hart, and won by the transportation team by a score of 5 to 0. Other diversions were badminton, table tennis, box hockey, horseshoe pitching, bridge and wading in a nearby creek. A hot roast beef supper was served at 5.30 p. m. Helen Foreman, of Baltimore, and J. D. Beltz, Mr. and Mrs. F. A. Markley, Mr. and Mrs. Hart and Fielding Lewis were honored guests. The picnic committee was composed of Miss Balkey, chairman; Nan Maloney, Nell Murphy and Miss Donnelly. We were assisted by J. H. Tudball, H. A. Lynch, J. M. Bassini, George Deutsch, Tony Walters, J. H. Edgar and F. J. Shiring.

Punxsutawney, Pa. By W. J. SCHRECONGOST. An important personal message from President R. B. White was read at a special meeting of B&O employees here on September 25, at 8.00 p. m., in the B&O Y. M. C. A. building on Ridge Avenue. Mr. C. N. Fullerton delivered Mr. White's message. . . The CTP held its fifth annual picnic at Maplevue Park on August 5

with 300 present. Feature of the program was a baseball game with a pick-up team from Punxsutawney meeting a team from Grange, Pa. Our team won by a score of eight to seven. Our team was managed by Al Manners, carman at Elk Run, and his four sons, Herb, Earl, Joe and Harry, all carman helpers at the Punxsutawney Terminal, were on it. A horseshoe pitching contest between the Du Bois and Punxsutawney Freight Departments was won by Du Bois, represented by John B. Gray and Merl Smith. Their opponents were A. R. Meanor and Earl Gourley. Gray was high scorer, upsetting Meanor, who has held the scoring record for several years. . . In the evening, there was group singing, led by Mrs. Cree Fetterman, and the B&O Ladies' Chorus, directed by Mrs. Fetterman, sang several selections, being accompanied by Mrs. Fred Thomas. Afterwards, there were brief talks by General CTP Chairman Schrecongost, Superintendent M. S. Kopp, of Buffalo, Division Freight Agent John B. Gray and C. N. Fullerton. Bingo was played later. The success of the picnic was due to the hard work of the committee composed of Iva Bacon, Mrs. Ralph Hargraves, Mrs. Fetterman, Mrs. H. O. Frease, Mrs. Miller, Mr. Meanor, George Hicks, Albert Mower and Jack Hargraves.

St. Louis, Mo. By ROY L. BEARD. The second annual picnic of the St. Louis-East St. Louis-Venice District was held at Jones Park, East St. Louis, on July 22. About two hundred attended. Basket suppers were served. Games for children and adults were directed by Herbert Powless, of the Storekeeper's Department, after which there was dancing on the pavilion overlooking the lake.

Warren, Ohio. By MRS. BETH M. RUFENER. A splendid time was had at the annual CTP picnic on August 25 at Packard Park. Following the picnic dinner, John W. Bliss, special representative from Baltimore, gave a talk on the part of the railroads in war. Other brief addresses were made by O. F. Burkhart, terminal trainmaster at Youngstown; Mrs. Burkhart, president, Women's CTP of Youngstown; Mrs. E. R. Bryant, president, Warren Women's CTP, and D. K. Wright, president, Warren Men's CTP. The sports program was under the direction of J. M. Tinan, assisted by Mrs. Tinan, Mrs. Tom Bollard and Mrs. Robert Lindsay. Prizes were won by Gregory Toughrie and Tommy Lepola in the children's contest; in the girls' side-step, Peggy Durless; boys' backward ball throw, James Gamble. B. F. Simpson, retired, won the men's bottle-popping contest, Mrs. Tinan, the ladies' lollypop contest. The "trips to Baltimore" were won by Mrs. F. H. Kitchen and W. T. Lewis. The door prize was won by Mrs. L. C. Gamble. . . Mrs. R. B. Viehdorfer was chairman of the outing committee. . . At the August meeting, several ladies turned in new busi-



R. H. MILLER



R. C. MEESE

They Recognize No Handicap

THERE are two former B&O employees in Connellsville, each of whom has lost a limb, but who recognize no handicap.

One is former Passenger Conductor Richard Hayes Miller, a big man with a genial smile and a dimple in his chin. He has four sons, one of whom is a star basketball player at Westminster College, Wilmington, Pa., and one daughter. Mr. Miller finds it impossible to use a crutch, but he gets there just the same. He never misses a game of basketball, and he is also fond of baseball and other outdoor sports—and he takes them all in.

Mr. Miller entered service as a brakeman in 1898. He was made fireman a year later. After firing six months he decided he didn't like it, threw down his shovel and went back to braking. In 1900 he was promoted to freight conductor; in 1919 to passenger conductor, and he remained in this capacity until two years ago. He suffered from inflammatory rheumatism and for a long time was not ex-

pected to live. His right leg was removed because of a blood clot. Hats off to "Spunky" Miller!

The other is former Conductor Robert C. Meese. His left leg is gone but he manages to use a crutch and gets around with considerable agility. His specialty is getting out and around his yard, playing with his dogs and keeping up with all the news that's printed. Seated in his easy chair in the attractive sun porch of his home, Mr. Meese chatted away as though he never had a care in the world. His pipe is his constant companion and he is ready any time to listen to or to tell a good story.

Mr. Meese's affliction started as diabetes. He entered service of the B&O as brakeman in 1904. In 1910 he was made freight conductor and served in this capacity until 1939. He took over a filling station when he could no longer continue his railroad work. And now that he cannot handle it, Mrs. Meese runs it. Hats off to her.—M.T.S.

ness. . . The committee for the evening included Mrs. R. P. Viehdorfer, Mrs. Ralph Ponn and Mrs. D. J. Davies. Bunco was played, prizes being won by Mrs. Evers Bennett and Marguerite Tinan.

Youngstown, Ohio. By V. KIRKWOOD. The CTP picnic was held at Slippery Rock Pavilion, Mill Creek Park, on August 12, and it was a great success. Features of the program were a baseball game and a war bond raffle. C. N. Fullerton, of Baltimore, and several friends of ours from

Warren, Ohio, were present. Mrs. William Maher was picnic chairman, and Margaret Griffin, co-chairman. . . The "Health for Victory" program got started here on August 4, forty-four persons attending the first session.

Mother: "That brazen Miss Vamp boasts that she has been kissed by every married man in town except one!"

Father (absently): "I wonder who he can be."—Mack Bulldog

Our Veterans

A Message from the Auxiliary's New President

I HAVE received the honor of heading the Ladies' Auxiliary, an organization of which I am proud to be a member. I know of no better way to thank you all for that honor than through our MAGAZINE, and I here pledge myself to loyalty and service.

These are trying times for all, and for our organization as well. Friendly volunteer groups like ours, founded on a basis of fellowship and mutual service, symbolize the spirit of Democracy. We must dedicate ourselves to the task of making certain that our group continues to justify its existence through America's war years.

Therefore, I am asking the Auxiliaries to continue to take an active part in all B&O activities. From your past record, I know that you will not fail.

Thanking you again for the honor of the grand presidency, I assure you that I will endeavor to the best of my ability to carry on the duties of the office.

MRS. JOHN K. JOLLY
Grand President

Grand Lodge of the Auxiliary. By MRS. H. W. FAWVER. To all who remembered the Grand President of the Veterans with telegrams, letters and cards in commemoration of his record of fifty years' service with our railroad, Mr. Fawver sends his greetings and thanks. Although I was unable to attend the Grand sessions, because of Mr. Fawver's illness, I have received

letters from over two-thirds of those who did attend the convention and will endeavor to reply to all. . . Our retiring president, Mrs. J. E. Stier, who has been so loyal in her efforts to build up our Auxiliaries, is working on many war projects in our city. . . This past year has been a trying one. So many of our members have boys in service. We have taught our boys to learn to love their homes, the church, God, and each of them has a sense of trust which will help him face any trials.

Baltimore Division. By JOHN H. HAPP, JR. The executive board met at Lithuanian Hall on August 4, and there was a good attendance. The assembly stood in silent tribute to Brothers Daniel Willard and Stanton O. Benjamin, who have died. Our sick committee chairman, John Hicks, gave favorable reports on E. L. Bangs, J. T. Henderson, C. E. Strobel, John Rupbel, Alex Baxter, Charles Wehr and Maurice Weinrich. Although no membership meetings were held in July and August, Membership Chairman S. W. Vest and his aides have secured nine applications, all of which were accepted by the board.

C. W. Galloway Auxiliary No. 1. By MRS. JOHN H. HAPP, JR. The executive board met on July 22; and our membership meeting was on August 11 at the summer home of Mrs. J. Edward Stier at Middleborough. President Mrs. Walter E. Edwards was in the chair for both meetings. . . Mrs. William Hands, one of our members, has died, and a flower was sent to her family by this Auxiliary. . . And Mrs. Joseph

Blazek has lost her father. . . It is pleasant to report that Mrs. George Hinkel has heard from her son after an interval of several anxious months. He has been fighting with the "Flying Tigers" in China. . . Members reporting business include Mrs. John W. Hicks and Mrs. W. L. Jeffers. . . Congratulations to Mrs. W. B. Whitsitt, who has become assistant instructor in surgical dressings for the Red Cross on Wednesdays. Our compliments also to Mrs. J. E. Stier, who is supervisor of one of the Red Cross sewing and knitting units. . . Mrs. John J. Weigand has given a pint of blood through the Red Cross.

Monumental City No. 33 Auxiliary. By MRS. WILLIAM F. KELLY. A picnic was held at the Post Office Outing Club. Group photographs were taken, and there were bathing, card games, dancing and bingo. A towel set was won by Mrs. Culberson. Mrs. Merreen Kelly and Mrs. William Banahan were our hostesses. . . Mrs. Lambert has improved enough to be able to return to her home. . . Mrs. Carrie Winters is also improving. . . Our sympathy to Mrs. Mary Benjamin in the death of her husband, and to Mr. and Mrs. Weibking in the death of their grandson, Richard A. . . We extend to Mr. and Mrs. George W. Galloway our best wishes on their sixtieth wedding anniversary. Mr. Galloway retired in 1927, after forty-nine years at Mt. Clare Shops. A dinner was served at their home in Perry Hall, Md., after a special service for them at St. Michael's Lutheran Church. Mrs. Harry Tiemeyer was soloist for the service. . . Mr. and Mrs. Frederick Maddox were married on May 22. Mrs. Maddox is the former Elizabeth Matthiesen. Mr. Maddox is an engineer on our railroad. They are now comfortably settled in their home on Ridge Avenue, Halethorpe.

Martinsburg, W. Va. By W. L. STEPHENS. The June meeting was well attended. Several members were reported ill. . . Mrs. G. E. Tedrick won a jackpot in a bingo contest, and her husband, George, had to help her carry the winnings home. . . Mrs. Anna L. Poisal, sixty-two, wife of Conductor George Poisal, died on June 13 after a long illness. She was the daughter of the late Mrs. W. A. Burkhardt, of our Auxiliary. In addition to her husband, Mrs. Poisal is survived by three daughters and four sons. . . Mrs. Ella J. Piper, seventy-four, died August 2. She was the widow of Captain Ed Piper, B&O conductor, and the mother of Willard Piper, who works in the local yards. She is survived by one daughter, four sons, eleven grandchildren and seventeen great-grandchildren.

Cumberland, Md. By MRS. VADA D. BARNCORD. The Veterans and the Auxiliary held their picnic in Constitution Park on July 29. There was a huge crowd on hand for the afternoon program, but a downpour of rain scattered them while supper was being served. Later, however,



SIXTY YEARS' SERVICE

John H. Happ, Jr., and J. Carl Burdette each marked a thirtieth B&O service anniversary this year. Happ, Export and Import Clerk at Camden Station, Baltimore, is President of Baltimore Division No. 2 of the Veterans. Burdette, Mt. Clare Draftsman, is past President of the same group



MARRIED SIXTY YEARS

Charles McCarthy, retired Maintenance Department employee, and his wife, who live in Cincinnati, have just celebrated their sixtieth wedding anniversary. Mr. McCarthy retired twenty years ago. He was a member of the Cincinnati City Council, 1888-1890

when the rain had stopped, they gathered again for a program of music and talks. President Walter Seel was master of ceremonies. Speakers included Mayor Thomas F. Conlon, Superintendent H. F. Wyatt and former County Commissioner Nelson W. Russler. H. W. Bloss, Veterans' secretary and general chairman for the picnic, thanked his committee for its work. The City Park Board sponsored a beauty contest at the picnic, and Virginia, daughter of General Foreman Harry Martin, Bolt and Forge Shop, was selected from thirty girls to be "Miss Cumberland." A crowd of 5,000 saw the contest. Miss Martin received a \$25 war bond. Second prize went to Betty Anne West, and Alma Monnett Simpson was third. Judges for the contest were President Seel, Vice-President Myers G. Light and Secretary Bloss. Preceding the contest there was a program of entertainment. Ruth Lee Richards sang "God Bless America," accompanied by the Melody Girls Trio, accordianists. Ralph Shuch, of Washington, D. C., and Tommy Hopwood and Billy Kaylor, of Cumberland, gave an exhibition of fancy diving at the pool, and Ted Licot's group of clown divers also put on an exhibition. The picnic committee included Mr. Bloss, Mr. Light, Mr. Seel, John Wagner, R. P. Beatty, Ned Simon, Mrs. Arthur Souders, Mrs. G. W. Wenrich, Mrs. Anne Salyards, Mrs. Clayton Campbell, Mrs. Marie Wagner, Mrs. Hanson Rice, Mrs. Light, Mrs. Seel and Mrs. Simon.

Aiken Auxiliary No. 16, Youngstown, Ohio. By MRS. E. E. HART. In June we attended a chicken dinner at Warren, Ohio, as guests of the Veterans there. About seventy-five, in all, were present. Sam Zellers was toastmaster for the occasion. E. E. Hart pronounced the invocation, and each of the groups represented held its own business meeting afterwards. A report on the convention was made by our delegate, Mrs. W. R. Snook. Three new members, Mrs. Agnes Calhoun, Mrs. Elsie Hanford and Mrs. Eve G. Greene, were welcomed. Our new grand president, Mrs. J. K. Jolly, also was present and spoke briefly. Other

grand officers present were Mrs. Sam Zellers, chaplain, and Mrs. W. R. Snook, director. . . Our sympathy to Mrs. J. F. Wolfe, whose husband died in Florida.

Cincinnati Auxiliary No. 19, Cincinnati, Ohio. By MRS. HENRY FRUSTORFER. Twenty-one were present for our June 9 meeting. Mrs. Phil Koth, our delegate to the Wheeling convention, gave a fine report. Forty-two from here attended the convention. Mrs. A. J. Becker is reported still confined to her home. Another member, Mrs. George Restimeyer, who has been confined since Christmas with a broken hip, is coming along nicely. She celebrated her seventy-fifth birthday in April. . . Our annual picnic was held at Gehrum's Gardens on July 26. . . Many of our women are helping out in war work, especially with the Red Cross.

Mr. and Mrs. G. W. Galloway Mark Sixtieth Wedded Year

MR. G. W. GALLOWAY, retired foreman of the Mt. Clare Cabinet Shop, Baltimore, and his wife, the former Miss



MR. AND MRS. G. W. GALLOWAY

Effie Fox, of Foxville, Md., celebrated their sixtieth wedding anniversary at their home in Perry Hall, Md., on August 16.

Mr. Galloway, one of the oldest members of the B&O Veterans, retired in 1927, after forty-nine years of service. The grandson of William Galloway, first engineer on the B&O, and the son of the late B&O Conductor Jesse Galloway, Mr. Galloway is now eighty-one years old. His wife was one of the organizers of the Vets' Ladies' Auxiliary in 1916. They have three children, six grandchildren and nine great-grandchildren.

Their daughter, Mrs. Effie Denmark, of Washington, composed a poem on their anniversary, the last stanza reading:

"You have set an example for a happy life
And passed it on for others to see;
A faithful husband and a devoted wife,
No dearer parents could there ever be.
So here's good luck and blessings galore
To follow you on through the years.
There's nothing I could wish you more
Than gladness always—never tears.

"Peoria Short Line Handbill" of 1898 a Current Sensation

C. H. BROUGHTON, locomotive engineer on the Alton Railroad at Bloomington, recently sent us a handbill or flyer issued by the Peoria Short Line for an excursion from Bloomington to Peoria and return on June 18, 1898.

The occasion was a baseball game between Peoria and Burlington. In addition to giving the schedule of the train and the fares, the handbill stated that "bicycles will be carried free in the baggage car."

Mr. Broughton writes:

"One day recently Carl Miller, a farmer living near Fancy Prairie, Ill., went into the village and was surprised to see handbills around town advertising an excursion on the 'Peoria Short Line.' Knowing no passenger trains had run on this line recently, he investigated and found that the Alton agent there, S. A. Baumgardner, had found these old bills perfectly preserved in an old building being torn down in Fancy Prairie, and had passed some around, for fun.

"Mr. Miller, my brother-in-law, secured one of the bills and sent it to me.

"This Peoria Short Line later became part of the Alton Railroad.

"The old bill aroused much interest in railroad circles here, and we thought you might find it of interest to the MAGAZINE."

Speed in 1893

RUNNING a mile in thirty-two seconds near Batavia, New York, on May 11, 1893, New York Central Locomotive No. 999 became the fastest creation of man up to that time. It held the world's speed record for more than twelve years.

—From the Reading-Jersey Central Magazine

Retired B&O Man Last Survivor of "Baltimore Light Infantry"

W. H. SHAW, of Baltimore, who retired from the Car Service Department in 1937 after forty-seven years' service, is the last surviving member of the old "Baltimore Light Infantry" of the 1880's. Consisting of four companies, the regiment met for drill practice in Hollins Hall.

According to Mr. Shaw, another B&O man with the infantry unit at that time was a Captain Houck. Mr. Shaw was first employed by the B&O in 1890. He served first in the Mechanical Department, later at Riverside, then in the Timekeeper's Department at Camden station and, finally, in the Car Service Department. He is a charter member of the Baltimore Division Veterans' Association.



W. H. SHAW

People We Have Pleased

A Very Pleasant Trip on the B&O

THE consideration and courtesy of employees on the National Limited were praised by Dr. Louis H. Osterman, of Seymour, Ind., in a recent letter to the Superintendent of the St. Louis Division.

Dr. Osterman said:

"My wife, myself and my five-year-old son had a very pleasant trip to New York City this month. We traveled both ways via the National Limited, which I believe to be the finest train in the country. The consideration and courteous attention by all employees and the fine meals served helped to make our trip a very pleasant one."

A "First Rider" Praises Stewardess-Nurse Haruda

109 E. Broadway
Louisville, Ky.

Director of Public Relations
Baltimore and Ohio R. R.
Baltimore, Md.

Dear Sir:

Yesterday it was my privilege to ride the "Diplomat" from St. Louis on into Louisville, Ky. As a result of that first trip on your system, I could not refrain from writing to you.

In particular, I want to compliment you on the stewardess service on the train. Miss Ann Haruda was our stewardess. Her fine personality, her neat appearance, her cheerful helpfulness to all on the train are an asset to your system. I would be indeed pleased for you to pass on these brief, but sincere comments.

Sincerely yours,

JOHN OLERT, JR.



—Courtesy Reading-Jersey Central Magazine

"Madam, this train goes to Buffalo and points west." "Young man, I want a train to Bethlehem, and I don't care which way it points"

Freight Representative L. R. Sharpe Praised

C. B. HEINEMANN, of New York City, secretary of the Eastern Meat Packers' Association, has written a letter to President White praising B&O Freight Representative L. R. Sharp, of Cleveland.

Mr. Heinemann's letter read, in part:

"Knowing that railroad executives are always glad to hear commendations of members of their organization, I am writing this letter to you.

"I was in Cleveland this week, and while there met L. R. Sharp, your freight representative. On two occasions he went out of his way and to considerable trouble to help me in getting Pullman accommodations for my return to Washington. He did this in spite of the fact that he is a freight representative, and that such work would normally be handled by the passenger representative. He was so kind in this respect that I want to commend him to you as one deserving of attention when promotions are in order and you are on the look-out for capable material to build up your very fine organization."

Agent G. W. Eaton, Ravenna, Ohio, Complimented

AGENT G. W. Eaton, of Ravenna, Ohio, was the subject of a letter of warm praise received several weeks ago from Merrick Jackson, editorial director of the Western Electric Company, New York.

Mr. Jackson, in a letter to General Traffic Manager H. E. Simpson, wrote in part:

"Recently, while on a War Department assignment, I received service from your ticket agent in Ravenna, Ohio, so heartwarming and memorable that I am describing it to you in appreciation of him.

"After an inspection of an ordnance plant there, I went down to the station about eleven o'clock at night to board the express for Washington. Arrangements had been made so hurriedly that no one had thought of informing your agent in advance. When he learned that I was expecting the train to stop, he gasped in amazement and frantically tried to communicate farther up the line to have the train stopped. It was too late. We could hear the train coming around the bend. Unmindful of the rain, he hustled out on the tracks, flashlight in hand. Although the engineer acknowledged the signal, he could not bring his heavy

See **People Pleased**—Page 63

People We Intend to Please

Suppose the Crew Had Been Trying to Sleep!

Baltimore & Ohio Railroad Co.
Baltimore, Md.
Gentlemen:

I thought you might be interested to know about my recent experiences riding your fine train, the Ambassador, on a round-trip between my home in Washington and Detroit. I was riding on a coach ticket for the first time for an overnight trip and was pleasantly surprised at the comfort of the trip going out. The overhead lights were turned out early in the evening, and we were not disturbed for the rest of the night. I really slept very well, and expected to have just as comfortable a ride returning. But in this I was very much disappointed, as the conductor, or someone, turned on the lights at every station and disturbed us so frequently that this time I did not get any sleep at all.

If the train had not been managed so comfortably on the way out, I might not have been so conscious of the faulty procedure on the way back. But here were two trips made in the same kind of car on the same train, and one was pleasant, the other not.

Yours very truly,

CHARLOTTE THORNEY

Making it easy for passengers to sleep in B&O coaches is basic in our policy. Years ago we built the finest coaches, equipped them with generous comfort devices. Then we modernized the equipment, installed larger lavatories and smoking rooms, bought the best reclining seats obtainable, improved lighting, and at considerable cost added dimmers so that the lights could be dimmed at night.

Meantime we worked for five years to get reduced fares so that we could compete with the rates charged by the busses. We urged people through advertising to use our service, to experience its safety, economy and comfort, and we supplied the best of everything at heavy expense.

But improvements are of no value if they are not properly handled. And when crews are as careless or indifferent as the one described in this letter, they are not only driving business away from their own Company to other railroads or to the busses, but also making less, instead of more, employment for B&O men.

Please note that the one crew made a pleased passenger, but that its good work was made largely ineffective by the indifferent work of another.

We believe that it is the intention of our train crews as a whole to please passengers.

Baltimore and Ohio Magazine, September, 1942

D. E. Sullivan

DENNIS E. SULLIVAN, one of the best known freight traffic representatives the B&O ever had in the Chicago territory, died on July 4.

Mr. Sullivan entered B&O service in 1883 and retired in 1937. He was at that time assistant to the general freight agent in Chicago, and had been in service with the B&O continuously for more than fifty-four years. He was well known and well liked throughout the Chicago territory.

Mr. Sullivan continued his great interest in the B&O even after his retirement. His health was good and he was able to visit the property and his old friends frequently. He also kept in touch with the MAGAZINE staff. With one of his last letters he sent a story which had been written by his two grandsons about the New York World's Fair, following a trip which they made there over the B&O with him.

Fred J. Kahle

FRED J. KAHLE, newly-appointed superintendent of the Indianapolis Division, died unexpectedly on July 14, only four days after he had taken over his new duties.

Mr. Kahle, whose headquarters were at Indianapolis, died in a Decatur (Ill.) hotel while he was on his first inspection trip of the territory he had just been assigned to cover.

Fifty-one years old, Mr. Kahle was born in Cincinnati and received a degree in Civil Engineering in 1914 from Ohio State University. He first saw B&O service as a bridge gang worker during his first college vacation, and he tried several other kinds of work during subsequent vacations. He entered the engineering department of the B&O at Cincinnati in 1916, and the following year he became the Northwest District bridge inspector. At the end of 1917 he became assistant division engineer at



Newark, Ohio, and in 1923, assistant trainmaster at Cambridge, Ohio.

He was made trainmaster at Chillicothe in 1926, and remained in that position until March of this year, when he became the Buffalo-Rochester Terminal superintendent. He was appointed Indianapolis Division superintendent on July 10, succeeding A. H. Woerner, who had been made superintendent of the St. Louis Division.

Mr. Kahle is survived by his wife, the former Lorna Kruse; a daughter, Mary, and a brother who is an Army colonel stationed in Texas.

John P. Francis

JOHN P. FRANCIS, city passenger and ticket agent for the B&O at Kansas City, Mo., died April 7 at the age of fifty-eight. He had been with the B&O and Alton since 1900, when he began his railroad career as a clerk in the General Offices, Baltimore. He remained in Baltimore until 1921, and was then transferred to Kansas City to become city passenger representative.

Mr. Francis is survived by his wife, one son, John P., Jr., and three daughters, Mrs. Jane Rupard, Mrs. Helen Fellhauer and Miss Regina Francis. A nephew, George A. Taylor, who is in the office of Assistant Comptroller F. A. Deverell, Baltimore, also survives him.

Dr. Neal Matlock

By Correspondent CARL ALEXANDER,
North Vernon, Ind.

DR. NEAL MATLOCK, B&O surgeon at Medora, Ind., died on April 27 at the age of sixty-four years. Born at Rodgersville, Tenn., Dr. Matlock came to Indiana as a young boy, growing up at Kurtz and later being graduated from the high school at Clearspring. After receiving his degree from the Kentucky School of Medicine in 1902, he began practicing at Medora, and he remained there for the rest of his life.

He followed his calling ardently and with undying enthusiasm. In a very real sense he was a "family doctor," and he was regarded by the members of the medical fraternity as an accomplished diagnostician.

After locating in Medora, Dr. Matlock joined the Masonic Lodge. He married Minnie James of Medora in 1902, and she survives him, along with a daughter, Mrs. Juanitia Matlock Boys, and her two daughters; two sisters, Mrs. Howard Armbruster and Mrs. John Gardner of Seymour, Ind., and a brother, James of Clovis, N. M.

If everyone for whom Dr. Matlock did a good deed were to put one blossom on his grave, it would be buried beneath a wilderness of flowers.

Samuel B. Moser

By Correspondent R. L. KETZNER,
Cumberland

SAMUEL BRUCE MOSER, train dispatcher, died on July 4 after a brief illness. Born in Paw Paw, W. Va., in 1891, Mr. Moser became a leverman for the B&O in 1910. The following year he was promoted to telegraph operator, and in 1921 he became a train dispatcher. For the

See *Journey's End*—Page 61



F. J. KAHLE
Died July 14

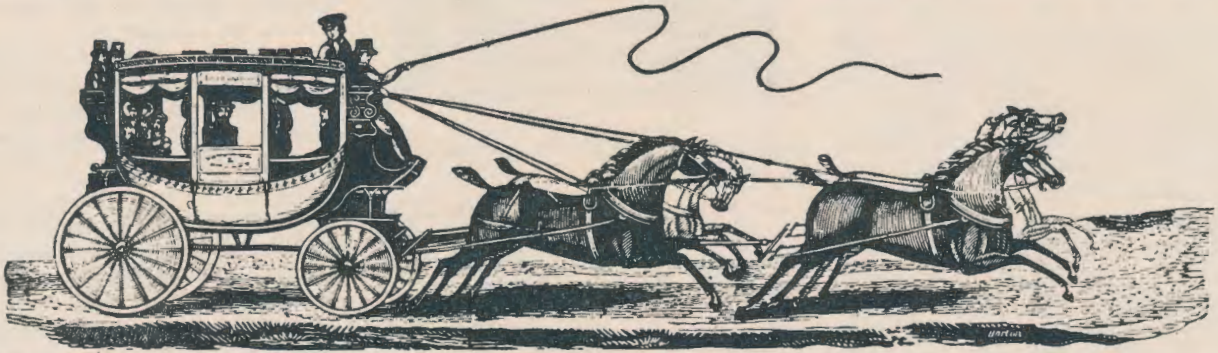


J. P. FRANCIS
Died April 7



DR. NEAL MATLOCK
Died April 27

NEW AND EXTRAORDINARY TRAVELLING ACCOMMODATIONS



TO BALTIMORE,

Washington City and Philadelphia.

THE NATIONAL ROAD STAGE CO.

Since the opening of the Baltimore and Ohio Rail Road to Hancock have established on the "GREAT CENTRAL ROUTE," Lines of Coaches, different from any in the United States, which run as follows, viz.

FIRST, OR GREAT U. STATES MAIL LINE,

Leaves Wheeling at 7 1-2 o'clock, A. M. and connects with the Rail Road Cars at Hancock on the second day at 6 o'clock, P. M.

SECOND MAIL LINE,

Leaves Wheeling at 7 o'clock, A. M. and connects with the Cars at Hancock the same as the First Mail Line.

THIRD LINE EXPEDITION,

Leaves Wheeling every afternoon at 5 o'clock, and connects at Hancock with the morning Cars.

The Coaches on these Lines are constructed with *windows* instead of curtains. They are not the Patent Box Spring Coaches, but *easier and safer*; the *Jacks* being made of *iron* instead of wood, are not so liable to break, and *moving on a hinge* they give with the motion of the Coach. Extra Jacks and extra Coaches are placed at each stand on the Mountains where horses are changed, so as to avoid *delay* and inconvenience in case of accident.

On the Fast Mail Line, between Uniontown and Cumberland, over the Alleghany Mountains, "sit in hand" teams are driven. This is the *first and only* Line of the kind in the United States.

FARE--To Baltimore \$13: to Philadelphia \$15.

Time--To Baltimore 42 hours: Philadelphia 56; stopping 7 hours at Baltimore.

Parties wishing to avoid night travel, can have Coaches furnished them, with the privilege of lodging where and when they please on the route.---Passengers who may wish to go to **HAGERSTOWN**, by stage from Hancock, are informed that our Company runs the only Line on that route.

J. C. ACHESON,
Secretary.

L. W. STOCKTON,
Pres. N. R. Stage Co.

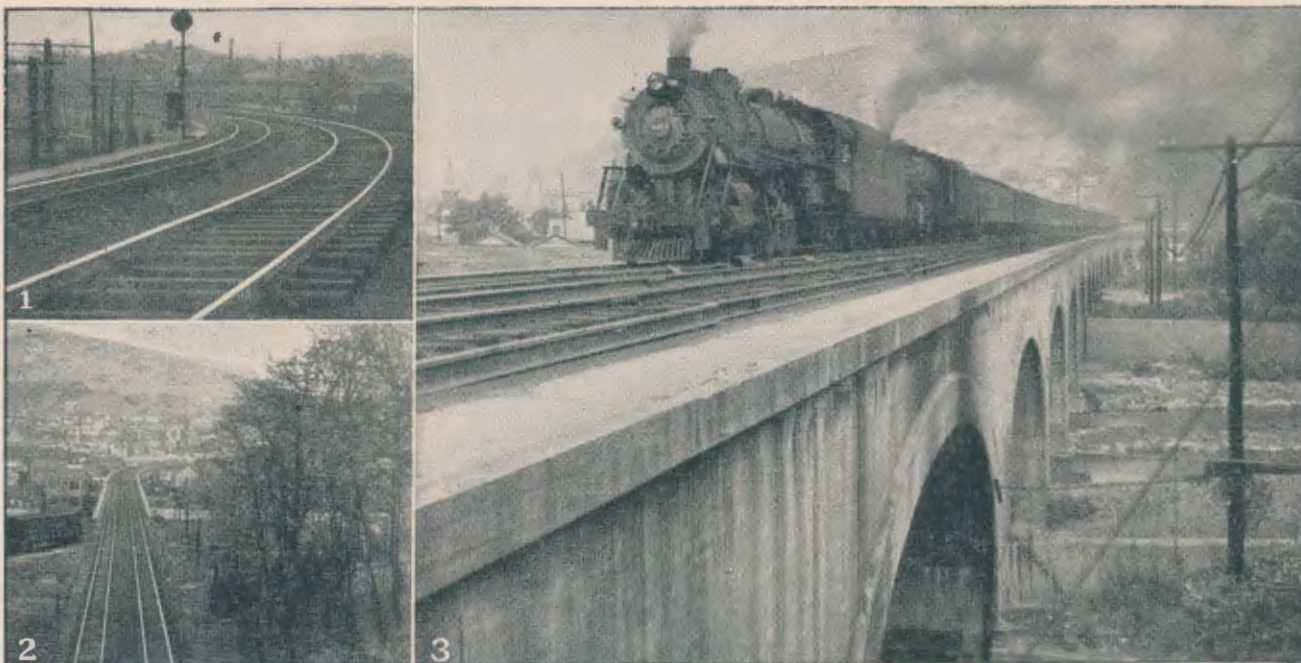
For seats apply at our office on Water Street, one door South of the United States Hotel, and at the Bar of the Virginia Hotel, Main Street, Wheeling, Va.

August 1st, 1812.

WM. K. NEWNAM, AGENT.

JOHN M. McFARLANE, PRINTER--WHEELING, VA.

(This is a facsimile reproduction of a poster issued by the National Road Stage Company in 1842 to advertise its horse coach service from Wheeling to Hancock, where connections were made with the B&O railroad. The poster from which this was made has been given to the Oglebay Museum at Wheeling by a descendant of the agent whose name appears at the bottom of the poster)



FOURTEEN-ARCH VIADUCT AT CUMBERLAND, MD., WHICH CARRIES B&O TRAINS OVER WILLS CREEK TO THE SOUTHWEST

1. Looking west along sweeping curve to viaduct. 2. Looking east across viaduct to curve shown in No. 1. (Photographs by Division Passenger Agent Matt Grove.) 3. Passenger train double-heading over the viaduct, westbound. (Photograph by Forney Shyrock)

First B&O Train Entered Cumberland 100 Years Ago

By Correspondent R. L. KETZNER, Cumberland

NOVEMBER 5 of this year will mark the one hundredth anniversary of the arrival of the first B&O train in Cumberland. At that time the Queen City of the Alleghenies already had been incorporated for fifty-five years, but in the last century the B&O has played an important part in the city's steady growth.

The B&O also has been connected with many of the historical events of Cumberland, but there is no part of the B&O in the city that has more historic interest than the long, sweeping fourteen-arch viaduct that was built to carry the line across Wills Creek to the southwest.

You have read of the beginning of the B&O from Baltimore to Ellicott's Mills, then Point of Rocks, Harper's Ferry (where the Potomac was crossed), on to Martinsburg and finally to Cumberland, where it hesitated a short time before its march on to the Ohio River, which it reached on Christmas Eve, 1852.

To cross Cumberland a viaduct had to be built over Wills Creek, which in those days was a sizable stream, and this, no doubt, gave the engineers some trouble. But like the builders of the Thomas Viaduct, they went ahead with the job, constructing a bridge consisting of fourteen arches, 978 feet long, ranging from forty-eight and one-half-foot spans to sixty-four-foot spans. The right of way for this

bridge was secured in 1839 and the structure was completed about 1848. It crossed over several streets, Hay, Center, Mechanic, and Wills Creek, and was high enough for street cars and modern road traffic to pass under. Later the Western Maryland Railroad laid its tracks under one span of the viaduct.

The original bridge was built of brick for

a single track, but by 1876 traffic required a double track and this was laid on the original bridge, which served its purpose until 1908 when the more modern locomotives required more clearance.

It was decided to widen the original structure by encasing the brick structure with concrete. This work was done under the supervision of District Engineer Griffith, by the Vang Construction Company of Cumberland. A temporary bridge was built on piles to handle traffic while the work was in progress, and the new structure is handling the heavy traffic admirably.

Crossing Accidents Delay War Freight

"ACCIDENTS at highway-railroad grade crossings are unnecessarily delaying the movement of war and other materials, as well as troops and other passengers, at a time when every effort is being made by the railroads to expedite such traffic," according to *Railroad Data*, publication of the Eastern Railroad Presidents Conference.

The publication cites a survey made by the Safety Section of the Association of American Railroads which showed that an average of thirty-eight trains a day are delayed for a total of twenty-two hours a day because of such accidents. Monthly figures show that 1,137 trains a month are delayed for a total of 660 hours.

Of the average number of trains in a month, 702 are freight and only 435 are passenger trains, the survey showed, and the delay to freight trains averages 460 hours, while passenger trains have an average total delay of 200 hours per month.

At the same time, the Bureau of Statistics of the Interstate Commerce Commission reported that fatalities growing out of rail-highway crossing accidents totaled 562 in the first three months of this year, as compared with 525 in the same period of 1941.

Half a Nut

SUPERINTENDENT OSCAR LOTT, of the Pittsburgh Division, addressed the conference of the Women's CTP committees held during May. In emphasizing the need of saving and reclaiming, especially of scrap to be made into steel, he told of the trackman who picked up half a nut and asked his foreman if it was worth saving. The foreman responded, "It would kill a Jap, wouldn't it?"

Larks Nest between Rails on Busy Line

By CAROLINE KIRWIN, in the Baltimore *News-Post*

HAVE you a housing problem? Listen, pal, it's nothing compared with the one faced by Mr. and Mrs. Octocoris Alpestris Alpestris, who live in Dundalk, Md.

Mr. and Mrs. Octocoris Alpestris Alpestris are not a couple of Greeks from the Bronx who had their rents raised on them, as you might think. They are a couple of birds—feathered birds—horned larks to be exact. They had a housing problem. Hopeless, it seemed, but they worked it out.

The Alpestris Alpestrises live, to say the least, dangerously. Every day a railroad train, steaming and smoking and rumbling like fury, passes right over their house. But the horned larks of Dundalk go right ahead raising their family of three and ignoring the threats of annihilation.

This is the story of the Alpestris Alpestrises:

The two came to Dundalk as bride and groom, a twittering, happy couple, inexperienced in life and housing and thoroughly wrapped up in each other.

In between billings and cooings they managed to amass quite a bit of straw and stuff and had their nest well in the way to completion when a great yellow monster came along and scooped it up in a huge mouthful of dirt. They had started to build their nest on a site already chosen for new Army buildings, and the great yellow monster was a steam shovel with no regard for the housing problem of birds.

The horned larks flew away, sat on a wire and talked the thing over. The honeymoon was over. Very soon now they would have to have a home for the family they were expecting. Something had to be done at once. They saw the thing clearly, practically for the first time.

Mr. Alpestris told his wife, according to observers:

"The world is in chaos now. There is a lot of noise and crashing steel and clashing arms. We should bring our children up with immunity to noise by accustoming them to it early."

Already he had the site of his new home picked out. It was a very strange place for a bird's nest, judged in any but war times. It was peculiarly suitable for a wartime bird's nest. The new site was between the tracks of the B&O Railroad on the line to Sparrows Point—the line over which freights traveled laden with war goods.

The horned larks built there and Mrs. Alpestris settled down to the business of motherhood. Soon three baby horned larks hatched out even as a freight train rumbled over their heads. But then the miracle came.

Railroaders discovered the brave little family and soon the word spread. A protective association was formed among



Mrs. Lark at the door of her home under the tracks

them. Brakemen and linemen fed the little birds; the engineers cut the engines and drifted over the nest.

Bravery and patriotism won out in the housing problem of Mr. and Mrs. Octocoris Alpestris Alpestris.

Fisherwoman Beats Men

By Correspondent A. R. FRAZEE, Pittsburgh

PRIZE catch on a fishing expedition to Buckhorn Lake, Ontario, Canada, was an eighteen-pound musky hooked by Mrs. Robert M. Douglas, Jr., who is displaying the catch in the picture.



Mrs. Robert M. Douglas, Jr., and her prize eighteen-pound musky

A Clean Job versus a Dirty One

THE CAPITOL LIMITED left Washington ten minutes late, and lost five minutes more at Harper's Ferry because of an unscheduled stop for passengers; then pulled into Cumberland seven minutes late. In other words, eight minutes were made up with a train of fifteen cars on this run of 145.9 miles.

One of the new 4000 H. P. Diesel-electric locomotives was on the head end. During the station stop at Cumberland an on-looker saw the engineer, whose run terminated at Cumberland, walk up to Trainmaster Grove and Road Foreman of Engines Foster, who were standing on the platform. After greeting them he said:

"I could have made up all the time if I had given 'em a dirty job. But I know you didn't want a dirty job, and if you will ask any of 'em you will find out they got a clean one."

"You're right," chimed in Messrs. Grove and Foster, "that's the kind of a job we want."

Yes, it would have been possible for the engineer, by running at high speed around curves, etc., to have made up all the fifteen minutes, but it would also have been uncomfortable for the passengers on the train, and especially for those in the diner.

B&O standards of operation do not permit of excessive speed around curves. They stress smooth and comfortable riding.

Incidentally, this train went into Chicago the next morning several minutes ahead of time.

Mrs. Douglas and her husband, who is an inspector at the Jones and Laughlin Steel Plant in Pittsburgh, went on the fishing trip with nine others, seven of whom were B&O people. Before starting, the members of the party had decided to hold a contest between the men and the women to see which side would catch the biggest bass or musky. Mrs. Douglas, of course, had the biggest musky, but the biggest bass was caught by Mrs. William F. Bonner, wife of the B&O assistant car foreman at the Tenth Street depot in Pittsburgh. Her bass weighed five pounds and three ounces.

Harry Long, general car foreman, and Bill Bonner had a private competition on the bass. Bill won with a fish weighing four pounds and three ounces, just a quarter of an ounce more than Harry's biggest. Douglas won the casting honors.

In addition to Mr. and Mrs. Douglas, Mr. and Mrs. Bonner and Mr. and Mrs. Long, the party included the Long's daughter, Edith, Conductor and Mrs. Jake Sweeneyman, James Atkinson, of the Pittsburgh Juvenile Court, and Tom Anderson, also of Jones and Laughlin.

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Red Cap Arthur Simmons Solves a Philadelphia Mystery

By Correspondent H. B. KIGHT, Philadelphia

THE mystery of the "un-hired" employees at the 23rd and Chestnut Streets station in Philadelphia—all of whom had paid \$10.00 to get non-existent jobs—is solved.

Credit for its solution goes to Red Cap Arthur Simmons, who sandwiched detective work between his regular duties, kept his eyes and ears open and finally helped to catch the man who was "selling" the jobs while the latter was talking to two more "customers."

It all began some time ago when a colored boy reported for work at the station. But no one there had hired him. The boy said he had paid a man \$10.00 for the job.

A short while later, a colored woman—who also had paid a man for the "job"—reported for work as a "maid" on one of the B&O trains.

A Mile of B&O Locomotives in 1852

C. N. FULLERTON, special traffic representative, recently sent to the MAGAZINE office a file of clippings recovered by Ticket Agent J. H. Price, Zanesville, Ohio, from the ticket office there. It contained some interesting bits of B&O history. One of these related to the number of B&O locomotives in service as of August 18, 1852. The story is entitled "A STRONG TEAM":

"There are a hundred and forty locomotives now in the employ of the Baltimore and Ohio Railroad Company. The *Wheeling Gazette* says that if they were hitched together they would form a train over a mile long and present the most imposing spectacle of the age. Several of them are capacitated to run eighty miles per hour."

One hundred and forty locomotives in line even today would present an imposing spectacle. Many of us recall the interesting "trains of B&O Diesel switchers" which deadheaded over our lines from Chicago to Baltimore in August, 1941. Imagine what show a circus parade would have against a string of all of the present-day B&O locomotives in line! There were 2,065 B&O locomotives as of December, 1940. Comparing the size of locomotives of today with those of 1852—and if 140 of the latter covered more than—well, figure out for yourself how long the line would be, and how big a stable we'd need to house them all! Yea, verily, "the railroad do grow."

Former Ticket Agent Will Hempfling, Zanesville, now retired, was responsible for clipping and preserving the old newspaper accounts.

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Simmons heard the two stories and decided to keep his eyes open for the flim-flammer. One day, not long ago, Simmons was sitting on a bench reading a paper. A white man came in with two colored boys and they began talking nearby.

Simmons heard the man ask the boys what size cap they wore and what size uniforms they would need. After some discussion, the man went out, asking the boys to wait for him. Simmons asked the boys what they were doing. They told

him the man had just hired them to work for the Pennsylvania Railroad.

Simmons informed them that they were about to be cheated, and he called B&O Patrolman Maurice Worthington, who told the boys to wait for the man to come back and to do whatever he asked them to.

When the man returned, he told the boys that he would need a down payment for their uniforms, and as they were about to give him the money, Worthington placed the false "employer" under arrest, turning him over to the city police.

Later, it developed that the prisoner had a long police record and was wanted in several other places for similar activities. Hats off to "Sherlock" Simmons for a good detective job.

"Coronation Scot" on Duty Again

PRESIDENT WHITE has been advised by President W. V. Wood, of the London, Midland and Scottish Railway, that the Coronation Scot locomotive, which was at the New York World's Fair, then stored at our Mt. Clare Shops, and finally shipped back to England, "Arrived in excellent condition and was quickly put back into regular service."

President Wood expresses thanks for the care given the Scot by the B&O and its people. Prior to the message from Wood, the New York *Times* reported that the Scot had arrived in England.

"It arrived aboard a freighter at a Southwestern port recently, and will be a valued addition to the supply of British locomotives, many of which have been sent overseas, particularly to the Middle East," the *Times* said:

And thus is written what is probably the last and most thrilling chapter in the adventures of this locomotive, the finest completed in England up to the outbreak of the current World War.

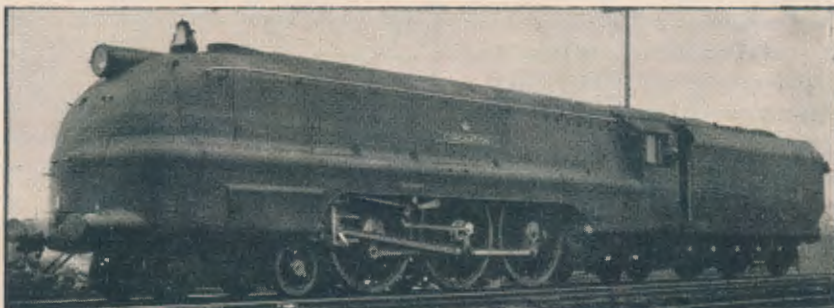
The New York World's Fair asked Lord Stamp, Chairman of the London, Midland and Scottish Railway, largest in England, for the best England could send over in the way of a passenger train for exhibition. Though pressed with defense needs in the year previous to the fateful September, 1939, when Hitler started his scourge

through Poland, Lord Stamp gave an affirmative reply, and shortly the Coronation Scot, streamlined masterpiece of the English shops, was on its way over here.

Its destination was Locust Point, the Baltimore docks of the B&O. For Lord Stamp and Mr. Willard had been friends for many years, and to us was given the job of arranging for unloading the locomotive and cars and their preparation for test runs and for exhibition at the World's Fair. Notable among these preliminaries was the exhibition run of the train made for the benefit of the newspapers and news reels. This was staged on the Baltimore Division, and as a special mark of honor, the Capitol Limited, with her Diesel-electric locomotive, was run out with the Scot on the Metropolitan Branch, the Scot using the east-bound track, contra traffic, the Capitol using the westbound track.

The Scot was on view at the New York Fair during both the years 1939 and 1940. Then she was brought "back home" to Baltimore and was stored in our Mt. Clare Shops. The cars remain with us, but we are all thankful that the locomotive has safely made the perilous journey across the Atlantic and is now doing her needed bit in the old country.

Lord Stamp, unhappily, was not there to receive her since he, Lady Stamp and other members of his family were killed in an air raid some months ago.



The Coronation Scot—On duty in England again

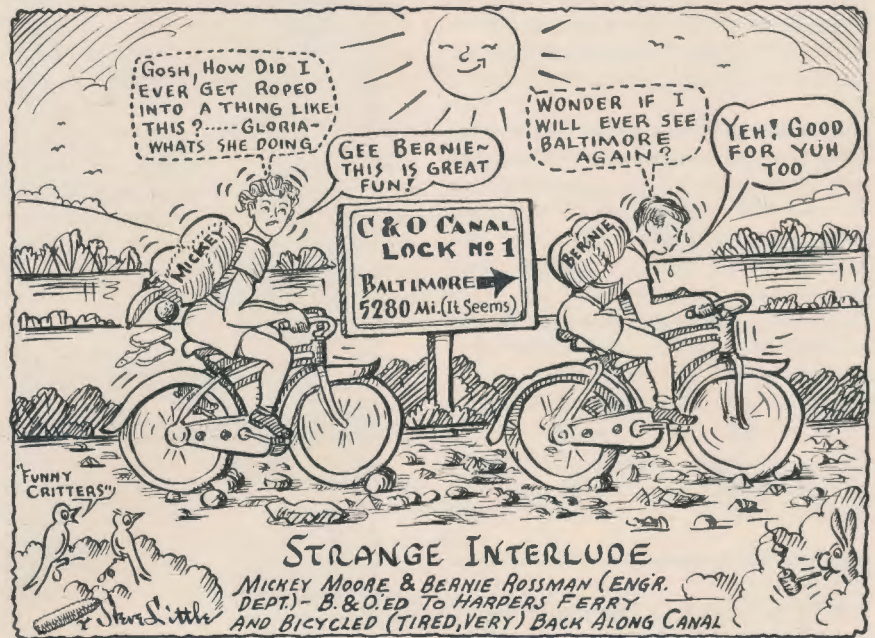
Among Ourselves

General Offices, Baltimore

Dining Car and Commissary Department

Correspondent GEORGE F. ZIMMERMAN
Assoc. Correspondent RUSSELL ANDERSON

Steward Dick Dasch recently became a grandpap. . . Claude M. Richardson, supervising chef, is a grandpappy thrice over. Twin girls this time, both weighing three pounds each, in addition to one previous grandchild. . . Steward W. J. Hawley had his right shoulder and left hip injured in a Washington (D. C.) trolley car accident. . . Clerk Robert J. Bailey, dining car office, has enlisted in the navy. . . Carl O. Palme was employed as a steward on June 15, and Wilbur E. Crofton in the same capacity on August 17. . . Bill Terrier fell down the stairs at his home. The ligaments in both legs were strained and he sustained numerous body bruises. . . Steward Malcolm Black has been granted a leave of absence because of ill health. . . A passenger on Train 73 noticed the attention paid to a sick youngster by Waiter-in-charge A. C. Thornhill. She writes: "Mr. Thornhill watched over her and gave her something which relieved her. It is so seldom these days that you find people so gracious." . . . A commendatory letter was written Second Cook Jefferson J. Davis and Waiter Edgar L. Lynch for rendering assistance in the kitchen on a dining car on Train 7, July 18, when Second Cook E. Balthrop was overcome by the heat. . . Waiter Albert Jones was taken sick on a dining car during the dinner hour and Waiter Anthony Augusta



(See the Engineering Department's notes for the story)

Free Courses in Transportation

THE UNIVERSITY OF BALTIMORE announces that it is now offering two courses in Transportation and Traffic under the Engineering, Science, and Management War Training Program sponsored by the United States Office of Education. The Traffic Club is cooperating with the university in presenting these courses, which is scheduled for one evening a week over sixteen weeks. Tuition is free. Any employee of the B&O with a high school education may apply for admission to the course, and about thirty employees have already expressed the desire to take this training. Any others interested can obtain full information by writing to Clifford C. James at the University of Baltimore.

took over Jones' station, in addition to his own. Steward Bill Bond says Augusta did a remarkable job, as a result of which the manager sent him a complimentary letter. . . . Record Clerk Robert J. Hughes is pitcher for the Dorsey Athletic Club team, for which he has won fourteen games and lost one. Hughes has an average of thirteen strikeouts per game, and on August 16 he pitched a no-hit, no-run game, allowing no one to reach first base. Hughes has a batting average around .300, and when not pitching, plays shortstop. . . **Alton Notes**—Many of us are soliciting freight and passenger traffic for our lines, and it would be appreciated if you would advise us when traffic is obtained so that we may make reports to the CTP. . . Commissary Storekeeper P. C. Coy has returned from a vacation in the north woods. . . Supervising Chef C. M. Richardson landed a thirteen-pound pike at one of the lakes near Hayward, Wis. We all got a taste of that "baby," and it was a treat. . . When next you are in Chicago stop up and see the new crew board constructed by Supervising Chef O. A. Ruehle. . . Edward J. Kobeske, former dining car accountant, has been selected for army officer's training. Address him: Private E. J. Kobeske, A. A. F., T. S. S. No. 587, Flight No. 377, Air Corps Technical School, Keesler Field, Miss. . . To the present, the Alton Dining Car Department has twenty members in the armed forces.

Engineering Department

Correspondent J. M. FITZGIBBONS

Anticipating that Uncle Sam will be after them shortly, "Mickey" Moore and "Kitzel" Rossman decided to condition themselves by cycling from Harper's Ferry to Baltimore. The boys just couldn't take

it. They can be heard singing one of the latest tunes, "We've got hurts that jingle, jangle jingle." I'd be in a mell of a hess without the cooperation I get from Steve Little. Thanks for the cartoon, Steve. . . In June we heard that Lieutenant D. Roberdeau Dorsey, navy officer and former employee in our Pittsburgh office, had been reported "missing in action." Bob worked for both Sid Zouck and Dan Tillman. We later heard that Bob turned up tanned and healthy after a hair-raising escape from the



Robert J. Hughes, Record Clerk in the Dining Car and Commissary Department, is a star baseball pitcher (See Dining Car notes)

Philippines in an out-rigger canoe. . . Charles, son of Field Engineer Craig, is in Alabama completing basic training as an aviation cadet. . . William, son of Assistant Engineer Moorhead, is a first-class seaman, at Tampa, Fla. . . Byron K. Evans is a petty officer, second class, at Norfolk, Va. . . "Doc" Johnson is an industrial expert for the War Production Board. . . Looking nifty in his new army uniform, Clyde Carnahan stopped in the Pittsburgh office recently. . . If Cincinnati and New York offices will send me data on their boys I'll pass it along to the MAGAZINE. . . Bill Schach of the bridge department has been appointed to the Coast Guard Academy at New London, Conn. . . Bill, son of Assistant Engineer Young, Staten Island, recently received his army wings at Turner Field, Ga. . . Bernard, son of Captain A. V. L. James, bridge department, has been appointed to West Point Military Academy, his dad's alma mater. His brother, Walter, who recently was graduated from St. Mary's School, has been awarded a four-year scholarship to Mount St. Joseph. . . George Cooper, Central Building elevator operator, has been discharged from the Marine Hospital and wants to be remembered to his friends. He'll be glad to see anyone who cares to stop at his home, 1515 Patapsco Street, Baltimore. . . Kenny (Homer until 5 p. m.) Pailer, signal department, is suffering from the Ocean City love bug. Recently Ken rode all the way home from work and then realized he had driven his car down town that morning so he'd be able to rush to Ocean City. . . Mrs. Otis G. Wilbur, wife of the field engineer, buildings department, has died. To her survivors, our heartfelt sympathy.

Office of Auditor Capital Expenditures

Correspondent R. B. BYRNES

Our first military wedding took place on August 20 at St. Brigid's Church, Baltimore. Miss Doris Elizabeth, daughter of Comptometer Operator Elizabeth C. Miller, married Technical Sergeant Joseph Oates. The best man, also, was a technical sergeant. . . Accountant C. H. Pund recently suffered the loss of his wife. . . John, Jr., son of Assistant Engineer J. Gordon Barry, is an advanced flight instruction officer for the air force at an Alabama flying field. Young Barry enlisted in the air corps in October, 1941. In record time he mastered his ground training, primary training, basic training and advanced training. He successively held the grades of cadet lieutenant and cadet captain. On May 2, 1942, he graduated with second highest honors in his class of 110. After graduation, Jack Barry was sent to a still higher school, given more training and then made an advanced flight instruction officer. . . An anonymous accountant, while in conversation with Joseph Kaufman, buyer for The Hub, learned that although this gentleman made frequent trips to New York City he had never traveled by B&O. Our accountant suggested that Mr. Kaufman's next journey be made on the Royal Blue. This trip was so much to that gentleman's satisfaction that when it came time to return to Baltimore he induced three other Baltimore and Washington buyers to enjoy a ride home on the "Blue." He thanked our accountant for the swell tip and avers that henceforth he will travel B&O exclusively.

General Freight Office

Correspondent HENRY C. FOWLER

Our sympathy to Robert Grace on the death of his father. . . The following have recently left to serve Uncle Sam: George Heubeck, Irving Hess, Chris Whittaker, Ted Hasling, Vic Culler, Arthur MacLellan.

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GENERAL JOHN J. PERSHING BECOMES AN HONORARY MASON

B. N. Edmondson, B&O Division Passenger Agent at St. Louis (at left) participated in this Washington, D. C., ceremony during which General Pershing was made a member of the Missouri Lodge. Others are, left to right, Major Harris C. Johnston, Grand Master of the Missouri Lodge, General Pershing, and Senator Harry Truman, Past Grand Master of the same lodge



A COOPERATIVE SHOP PLAN MEETING

Here, one of the sessions resulting from a labor-management plan for which the B&O is famous, is held at Mt. Clare Shops, Baltimore. Management representatives are on the left side of the table, labor representatives on the right. Reading around clockwise, beginning with the man whose back is in the foreground: F. J. Gutberlet, Assistant Chief Clerk to Superintendent; General Foreman G. F. Patten, of the Car Department; Storekeeper H. Shoemaker; Blacksmith Foreman T. C. Isaac; General Foreman A. W. Waller, Maintenance of Way Department; Small Tool Shop Foreman H. L. Taylor; Pipe and Tin Shop Foreman J. I. Geiss; Car Department Superintendent F. H. Becherer; General Superintendent of Motive Power and Equipment A. K. Galloway; Superintendent of Shops W. S. Eyerly; H. L. Doyle, President of B&O Shop Crafts System Federation No. 30; L. W. Weaver, of the Carmen; D. Reimsnider, of the Sheet Metal Workers; G. A. Schilf, of the Boilermakers; F. W. Huber, of the Machinists; Walter Zamenski, of the Electricians; J. T. Crough, of the Blacksmiths, and E. H. Reibert, of the Motor Truck men. The Saturday Evening Post last month carried an article on this cooperative plan of the B&O

Tariff Bureau

Correspondent HENRY C. HENNEBERGER, JR.

Employees of the Tariff Bureau and their families invaded the Picnic Grounds at Beechwood Grove, on the Magothy, for their annual outing on July 11. A good time was had by all. . . Miss R. Marie Vizzini became the bride of Fred H. Limpert, stenographer, on June 20. Best wishes to them! . . . Those who have left this office for service with Uncle Sam include John H. Burman, Richard L. Graham, George R. Brennan, Robert Z. Gartrell, Jr.; Marion E. Owings, William R. Taylor, W. Earl Hatton, Jr.; Joseph G. Dahlem, Jr. Good luck, men! . . . Henry W. Eichner recently resigned, after eighteen years' service, to go with the Martin Company. Henney, we wish you every success! . . . We welcome James G. Murray, Richard C. Groninger, George T. Coe and William T. Byrne to our office.

District Freight Office

Correspondent B. F. BOND

We welcome Don Burke and John Steinhauer. . . During the last month five former members of this office now in the armed forces have paid us a visit. They are Earl Ainstine, Vic Culler, E. D. Scott, Ted Reese and John Reinhart. . . Judson Nicholas has been promoted to first lieutenant in the Army Air Force. . . On June 22 a seven-and-one-half pound boy was born to Mrs. B. F. Bond. . . Jimmy Foster's new blue-checked sport coat looks like it was made by Omar, the tent maker. . . Bill ("Barney Oldfield") Roberts has decided to drive more slowly after the other night. It's a little cheaper in the long run, eh, Bill? . . . More members of this office have volunteered to be air raid warden aides. Still more are needed.

Coal Traffic Department

Correspondent WILLIAM L. DIXON

Congratulations to Mr. and Mrs. William J. Plunkett on the birth of a daughter on June 24. The newcomer was named Margaret Mary. . . Norval Haugh was winner in a six-man summer bowling league. He finished first with twenty-three games won and thirteen lost. Paul Clohan rolled the highest set on the closing night—a sparkling 332. . . Bill Taylor, formerly of the Tariff Bureau and now in the Army, recently paid us a visit. . . Roland Wersinger reports he is now stationed near Alexandria, Va. He is not permitted to divulge his exact location nor the type of work or branch of service with which he is connected. . . Charles Schroeder is still at Fort Belvoir, Va. . . Leroy Weil is recuperating from an injured hand. . . John Dugan has paid us his first visit since being called to the colors. John has advanced to sergeant. . . Members of this office have purchased enough war bonds through payroll deductions to buy 195 anti-tank shells, sixty 81-mm. trench mortar shells, fifty-one surgical beds, 292 steel helmets, 5,000 rounds of 50-caliber anti-aircraft machine gun bullets, four sun-machine guns, thirty fragmentation bombs, sixty-two winter flying jackets, twenty-two bombardier kits, eight parachutes, and flying clothing and equipment for five pilots.

Relief Department

Correspondent J. W. SWIKERT

Chief Clerk Thomas Parkin Scott, of the Savings Feature, is recuperating at the hospital, after an operation. . . Miss Carrie Meushaw, of the Relief Feature, had a painful accident recently. A file box slipped from her hands and landed on her foot. Carrie is still limping, but is as chipper as ever. . . The mother of Miss Ilene Burns is

Conductor C. M. Moody Uses "Columbian's Mike" to Help Sailor

CONDUCTOR C. M. MOODY was in charge of second No. 5 (the Columbian) on the Chicago Division two days preceding Christmas, last year, when word



CONDUCTOR C. M. MOODY

came to him that a sailor on the train had lost his pocketbook containing \$65, his ticket and other papers. The boy had saved for four months so that he could use his Christmas leave to visit his mother in Eldorado, Wis.

Conductor Moody remembered that his train was equipped with a loudspeaker system, and he sounded off to everyone on the train about the bad piece of luck. Shortly the contributions started to roll in from the passengers in dimes, dollars and five spots, and soon amounted to \$84. This Mr. Moody turned over to the boy.

After Christmas he was rewarded with a letter. The sailor was back at his station. He said he had enjoyed a fine—though too short—visit with his mother, and that he would never forget the great favor done him.

An account of this occurrence was sent to the MAGAZINE by our Passenger Department shortly after it occurred, and we regret the delay in its publication.

in the hospital with a broken hip. . . Rebecca Elizabeth Bellis arrived on June 23 weighing ten and a quarter pounds. To Walter and Mrs. Bellis we extend congratulations.

Transportation Department

Correspondent LUKE K. BURNS

Sympathy to Edna Blase, secretary to the superintendent of freight transportation, on the death of her mother in July. . . Stenographer Carl Weingarten has enlisted in the Navy. He is to be assigned to an aircraft carrier's ground crew. . . . Harold Ambrose Hardwick, son of A. S. Hardwick, chief of the Statistical Bureau, was married to Gertrude Eleanora Vollkommer on July 16. Harold is a student at

the Eastern Baptist Theological Seminary, Philadelphia, and he has been contributing to the war effort in the summer months by working in the Sparrows Point shipbuilding yard. . . Our chief, Mr. Baker, has complimented us on the fact that the department received a certificate indicating over ninety per cent. of us were buying War Bonds through payroll deductions. We still want 100 per cent., though.

Car Service Department

Correspondent WALTER M. KENT

On January 16 we started to send packages to boys from this office who had enlisted after the war was declared, and relatives or friends of ours also in service. At present we have nine boys from our office and about eighty others on our list. One letter recently received is well worth printing, but I must omit the name: ". . . The package that you sent me has finally reached me and I really want to express my deepest appreciation for this thoughtfulness. . . . It really makes one feel good to know that he has such wonderful friends back home rooting and pulling for him. It is such things like this that win wars. . . You can rest assured that I will throw all my efforts and energy possible to win the war, and soon I will be back at my old job of messing up car movements for the good old B&O. . . I will dedicate a sub or plane that I hit to you of the B&O." . . . Jimmie Hynes joined the Coast Guard, and Jack Carter the Army. . . Ruth Phillips is wearing a new ring, and Virginia Ditzel's engagement is announced. Edith Wells' wedding was set for September 18. . . William Decker's mother has died. . . Alice Wortham, who was a patient at South Baltimore Hospital for some time, has returned home.

Office of Assistant Comptroller F. A. Deverell

Correspondent JOHN RUPP

A certain young "Wolf" in the office has at various times signified his intention of joining a branch of the service, especially the Navy. However, Frank Dudderar says that he will see to it that this young man will never pass the Post Office building if he happens to be near it when the volunteer is. . . Our crab feast was held at Wade's on July 18, and a good time was had by all. There was plenty of sugar-footing, jitter-bugging, etc. The local drug stores probably did a good business the following Sunday selling liniments for stiff bones. . . Little Miss Griffith, the latest ray of sunshine in our office, has passed the third month with us. . . Our new clerk, Richard, says all the girls call him "Love!" Well, that's his name, "Mr. Love." . . . C. J. Weidman, third-class yeoman in the Navy, has written that he has departed from Washington and is seeing plenty of adventure, but his whereabouts are "unknown."

Office of General Freight Claim Agent

Correspondent C. P. BULLINGER

Correction: Our Welfare Association did have an outing at Bay Shore Park on August 1, previous reports to the contrary notwithstanding. The error can be attributed principally to lack of respect for President Lilly's ability to cope with impossible odds. We especially enjoyed seeing Leo Will driving the bumper-car, while Mr. and Mrs. Campbell, Robert Lilly, Janis Fick and Mrs. Will were as cute as could be on the "choo-choo" train. Of course, Hal Clay was there with his camera, and Harry Gannon gave his legs a workout on the dance floor. The "refreshment" stand was constantly kept busy. We commend the arrangements committee, Guy

Kunkel, Francis Zika and Margaret Bond, for a splendid job. . . Mary Elizabeth, daughter of Mr. and Mrs. J. Irving Waters, was married to Thomas Elias McCoury of New York City and Odenton, Md., on July 25 in New York at the Little Church Around the Corner. The bride is a graduate of the University of Maryland and for the last year has taught at Sparrows Point High School. She has accepted a similar position for the coming season at the Allegheny High School of Cumberland. Mr. McCoury is a chemical engineer at the Celanese plant in Cumberland. . . Albert Parrish and Roy Moore have joined the ranks of those giving sons to our armed services. Albert, Jr., who was a civilian pilot, has become a specialist in the Air Force. Winfield Moore is in the Army, stationed in Boston. . . Milton Goldstrom and Henry Karl attempted to become air cadets in the Navy, but slight defects in vision prevented their being accepted. . . Herman Stagg was half a century old September 12 (just to keep the record straight). . . A. P. Schipferling and Frank Wagner have won war bonds. . . Alice Marshall, while walking with Sarah Goodhand, stooped to retrieve a stray quarter. Sarah, not to be outdone, found a nickel. And atop this, Lucille Campbell hit the jaek-pot in a pay-station phone booth (was supposed to get one coin returned, but a whole handful came out). Lucille returned from her vacation looking like a "Latin from Manhattan." . . W. T. Bradburn says his new teeth feel more comfortable in his pocket than any he's ever worn. . . Week after week we've noticed a more vibrant and rosy glow upon the countenance of Morris Seidel. Investigation developed that he, his wife and child had taken to bicycle riding. . . Doris Knutz and her husband have purchased a fine little lot in Hanover, Md. . . The mothers of Linwood Rollins, Sidney Sigler and Clarence Yarnell, and the father of Harry Beste have died.

Office of Auditor of Freight Traffic

Local Settlement Division

Correspondent FLORENCE MARSHALL

Private First Class Thomas J. Roache, who is stationed at Herbert Smart Airport, Macon, Ga., married Betty Miller, of Baltimore, at Macon on June 13. . . A number of our men in the service have visited the office. Among them are Charles Dunnington, Frank Smith, Charles Wilkerson and Thomas Roache. . . Mary Feeney, ill for several months, has died. . . Carrie F. Morgan retired in July and was presented with a gift. . . Mrs. Theresa Green has been transferred to Mt. Clare. . . Mrs. Bernard was transferred to Washington, D. C. . . Dolores Robey Steinbach left in July to spend some time with her husband at Fort Myers, Fla. Before her departure her friends gave her a dinner and shower. . . Jean Tennyson announced her marriage to Edward Files last December. He is with the B&O at Camden station. . . Ruth Zink, our Ambulance Corps girl, is wearing a diamond ring.

Station Accounting Office

Correspondent ROBERT V. SCHWARTZ

Tony Wagner was almost kidnapped into the Coast Guard while waiting for his train to go home recently. After a lengthy explanation that he did not belong to the group of recruits on the platform, he was allowed to go his way. . . Yours Truly must inform his readers that he doesn't understand the sugar rationing system. He must confess that if he had looked at the card at the grocery he wouldn't have torn

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Sons and Daughters. . .



CHILDREN OF CLERK N. F. SITTINGER, CHICAGO

Robert Charles, nine; Marilyn Bernice, six, and Eugene Frank, thirteen. Their father is Chief Pick-up and Delivery Clerk in the Local Freight Office at Chicago



THREE YOUNG CUMBERLAND MEMBERS OF THE B&O FAMILY

Rose Elizabeth Drumm, L. L. Robinson, 3rd, and Madge Alyce Van Sickle, daughter of Engine Watchman G. L. Van Sickle (see July A. O. notes of Mrs. Vada Drumm Barncord for further information about them)



THREE GRADUATES OF AKRON UNIVERSITY

Left, Charles F. St. John, son of B&O Police Sergeant C. F. St. John; center, Donald K. McGaughey, son of Chief Clerk W. W. McGaughey, and Robert Reidy, son of General Yardmaster Tom Reidy. All three received BS degrees, and young Reidy is already in the Army Air Corps

up two coupons, and then discovered that he would have to wait a month to get some sugar. . . James E. Turner left us to go with Glenn L. Martin.

Revision Bureau

Correspondent I. A. EUZENT

Nellie Boteler, after a brief illness, died July 5. Last minute blood transfusions were given by J. J. Stump, Ray Wheeler and Charlie Solomon, but they were of no avail. Although she had been away from the office

for many years, she was always one of the family. . . Sympathy to George Lober, Al Debes, Ed Furlong and Edith Grafton on the recent deaths in their families. . . Jim Phelps, Joe Neilson and Wilmer Helm have returned to their desks after hospitalization. . . Donald Berry resigned to join the Navy and see the world, but spent two weeks at Lake George, N. Y., first. . . Eddie Reynolds is making grand progress. How about saying "hello" to him? Address Air Cadet Ed J. Reynolds, V. A. F. S.,



"PRIORITIES" ARE THEIR WORRY

These five men constitute the Priorities Bureau of the B&O's Purchasing Department, and it's their job to see that the railroad gets the proper preference on the materials it orders. Above, John A. Bell and Calvin Coleman have a new point explained to them by the bureau head, Lloyd E. Huber. Below, Clarke Meades and Edward J. Burns put up a war poster on their office wall, which is well posted

Priorities Bureau Has First Anniversary

A VITAL cog in the machinery for procurement of vital materials needed to maintain our railroad's efficiency, the Priority Bureau of the B&O Purchasing Department has marked the completion of its first year.

It has been a year of hard work, for it is the bureau's job to keep up with the ever-changing regulations governing the purchase of scarce materials. The priorities department must see that every order placed by the Company has the proper

priority classification and the endorsements required by the War Production Board.

The B&O's priorities section was set up in August of 1941. At its head is Lloyd E. Huber, who has had twenty-nine years' experience in the Purchasing Department. Assisting him is Calvin Coleman, who has been in the same department eighteen years. Next in line is John A. Bell, with five years' service. Two newcomers for the department were Clarke Meades and Edward

See **Priorities**—Page 63

Barracks 4-8, Victorville, Cal. . . Elisha Gill's wife has returned, after an emergency operation. . . Welcome to Howard R. Thomas and Louis E. Hoffmeister, who have come to the Revision Bureau from the Transit Group. . . Benny Hubbard is having his troubles again. Ben bought a new-fangled lemon squeezer, tossed it on the table, and said, "Here, Honey, I bought you a gift." But Mrs. H. opened the package to find a pair of rusty pliers. Could any of our gang know about the substitution? . . . Mary Derwart is doing a grand job reminding the boys to buy war stamps and bonds on paydays.

Interline Bureau

Correspondent H. A. HUETCHER

Mary Haines lost her father April 23, Mary Herbst lost her father on June 20, and her mother on July 10, and A. Debbs' father died June 22. . . George Slack is a grandpa again, a baby girl being born to his daughter on April 19. . . Harry Vehstedt, genial head clerk of the percent. group, celebrated his birthday August 21. . . Bill Brauer, a newcomer on the eighth floor, is singing "Happy Days Are Here Again" between trances. . . Mabel Burns is now known as the "Great Protector." . . Ann Coffay, after one day at the beach, resembled a boiled lobster. . . At this writing, thirteen men in the office of auditor of freight traffic have answered their country's call, the latest being Harold Bopp. Others are G. L. King, Jr., F. C. Smith, W. T. Melzer, J. J. Forester, Jr., T. J. Roache, Jr., W. C. Hiltner, R. A. Lawrence, R. H. Benfer, C. E. Dunnington, E. J. Reynolds, Jr., C. C. Wilkinson and A. A. Dungan. . . The CTP moonlight was enjoyed by quite a few from this bureau.

Coal and Coke Division

Correspondent JOHN LIMPET

Harry G. Shakespeare has retired after forty years' service. We hope Harry enjoys his well-earned rest. . . Mrs. Edith R. Bangs has been ill. . . A. J. (Bobby) Burns was married on August 8. . . Was glad to see our old friend, W. L. Stephens, correspondent at Martinsburg, on his recent visit to Baltimore.

Office of Auditor Freight Claims

Correspondent ELEANOR C. ETRIDGE

It was an embarrassing moment for Edith Saulsbury when she walked into a store and asked for "vanilla milk." The man just looked at her blankly, and she had to explain that she just meant plain white milk. . . I have heard of taking an apple to the teacher, but the other day Walter Doxen brought in a nice red tomatoe for our auditor, explaining that is the way they grow when you know how. . . We welcome James Albans to our office, but are sorry to see William Hemler leave. . . Joseph Kramer, formerly in this office, has been promoted to corporal in the Army. . . Ollie Hoover is taking his duties in the State Guard seriously. (That's how he explained his cut hand.)

Office of Auditor Passenger Traffic

Correspondent ELEANOR F. MORGAN

Jim Dee, clerk in the Interline Department, has retired. Jim devoted thirty-two years to the railroad. At his farewell party, with Earl Hoffman as master of ceremonies, the office force gave him a wrist watch, a Gladstone bag and a bottle of sherry. . . Our Jack Leary, having graduated as second lieutenant in the Motor Corps, visited us en route from Wyoming to Georgia. . . Looks as though our rooting for Bob Morfoot was not in vain. We are happy to see him back. . . Uncle Sam has

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adopted our Dick Meagher, who is at Fort Belvoir, Va. . . Carey McAfee has been transferred to the city ticket office in Washington. . . Job Machin, head clerk in the Government Bureau, took his wife and two daughters to Atlantic City, N. J., for their vacation.

New York Properties

Office of General Passenger Agent New York

Correspondent M. W. HAHN

The following from the New York territory are in the armed services: Sgt. John Leonard, Ensign Joseph Gaynor, Coast Guard; Lieut. Harold E. Harding, Coast Guard; Ensign Leo. P. Lawless, Coast Guard; Capt. Frank M. Adams, Army; Sgt. R. D. Searight; Pvt. M. Knudsen; Pvt. Emil Watts; Yeoman E. W. Matthews, Coast Guard. . . The B&O bowlers will be at it again the middle of September, J. D'Urso heading the older of the two B&O teams, the Royal Blue, and R. E. Coleman heading the National Limited squad. . . George R. Beckham is back in New York. George was originally a New Yorker, but he migrated to Boston, where he learned the gentle art of eating Boston beans on Saturday night and hot apple pie and doughnuts for breakfast. . . Joe Siler, the "Connecticut Yankee," is also in New York on temporary duty. . . Wilson Coe seems capable of taking over almost any job in the New York Territory. During the recent vacation period Wilson served as ticket seller in the Second Street station, and then in the Reservation Department. Wilson later became utility man in the General Office, answering rate calls, information calls and so on. Wilson also served for a short while this summer at Baltimore and Annapolis, Md. . . Among the recent promotions and appointments in New York were the following: Information Clerk C. H. Drewes promoted to ticket clerk; Reservation Clerk R. J. Kelber promoted to information clerk; Baggage man W. T. Donovan promoted to reservation clerk (at Jersey City); Information Clerk W. G. Ford promoted to ticket clerk; Reservation Clerk E. M. Duff promoted to information clerk and J. S. Lauria appointed reservation clerk (at Jersey City).

Staten Island Lines

Correspondent H. T. COWLING

In honor of the thirty-two men of the Staten Island Rapid Transit now in the U. S. armed forces, a service flag was raised at the St. George Terminal on June 27. Vincent Kennedy, chief clerk to the master mechanic, was master of ceremonies. Superintendent C. C. Pitcher, Trainmaster Albert Roming, Assistant Master Mechanic E. L. Brown and Road Foreman of Engines Fred Murphy spoke. The Royal Blue Drum Corps of the Vets' association played for the occasion. Chairman was Stationmaster C. D. Burns, who was assisted by Paul Mahnken and Vincent Clerk. . . The daughter of Conductor Bob Kresge was married to Albert Yanone recently. . . The boys presented a purse and clothing to Mel Johnson, whose home was destroyed by fire, the family losing everything. Mel's children escaped from the second floor by jumping into the arms of neighbors. . . With his umbrella, "Duke" Burns looks like Chamberlain. . . The Twilight Bowling League will have a new team this season. Superintendent Pitcher is sponsoring a B&O team, with W. J. Murray, of the Division Accountant's Office, as captain. . . Much credit is due to Agent Dave Seeman and his staff for the efficient handling of the great column of oil traffic here.



CHAMPION BOWLERS—AUDITOR OF DISBURSEMENTS OFFICE

Champions of the Baltimore B&O Bowling League, the Auditor of Disbursements team members here display their trophies. Above, back row: M. E. Murphy; C. Shacker; J. George and F. Dwyer; front: L. Bass, F. Weller and H. Beck (Captain)

Auditor Disbursements Bowlers Are Baltimore Champs

FOR the second successive year, the bowling team of the Office of the Auditor of Disbursements has captured the championship of the B&O Bowling League in Baltimore.

This year's race was a close one, however, and the teams from the office of the Auditor of Passenger Traffic and the Relief Department gave the Disbursements bowlers a tough battle.

The Mt. Clare Shops team, a newcomer in the league, also gave the winners some hard fights during the season. At the finish, the team standing record was as follows:

	Won	Lost
Auditor Disbursements. . . .	68	31
Auditor Passenger Traffic. . .	65	34

	Won	Lost
Relief Department.	64	35
Mt. Clare Shops.	60	39
Division Accountant.	59	40
Auditor Freight Traffic. . . .	56	43
Operating Vice-President. . .	50	49
Riverside Y. M. C. A.	46	53
Telegraph Department. . . .	44	55
Tariff Bureau.	42	57
Printing Plant.	31	68
Locust Point.	9	90

High Team score—one game—Auditor Passenger Traffic, 694; High Team score—three games—Auditor Passenger Traffic, 1,845; High Individual score—one game—Wysong, 184; High Individual score—three games—Fisher, 457.

Maryland District

Baltimore and Baltimore Terminal Divisions

Correspondent W. H. HILDEBRANDT

There was a newspaper picture recently of some young men about to depart for Air Corps training. Among them we noticed Paul L. Ebaugh, Jr., son of the trainmaster's clerk. . . Somewhere on the Pacific Coast is the son of Trainmaster Clarence H. Norris, who is also in the Air Force. . . Another fighter from our territory is Tech-

nical Sergeant Robert R. Foard, former B&O mechanic at the Locust Point Marine Terminal. He is the son of Chief Clerk John W. Foard. . . Still another is the seventeen-year-old son of Morris Phipps, Division Accountant's Office, who joined the Navy. . . Second Lieutenant William H. Hildebrandt, son of your proud correspondent, rose from a private to an officer in the Signal Corps in seven months. . . We welcome to Camden Station petit and lovely Ellen Catt, daughter of C. A. Catt, assistant auditor of disbursements. . . Fred Rogers, chief car dis-

They Rode B&O Floats. . .



Two Independence Day parades at Baltimore and at nearby Catonsville contained B&O floats. Above, Patricia Moran, Elsie Malone, Joan Morgan, Virginia Lee Sagle, Mary Jane Sagle and Doris Crocker are shown in the costumes which they wore riding one float in both parades. The boys, "Skip" Meushaw and Jim Perry served, respectively, as "flagman" and "fireman"



At the Ellwood City, Pa., Golden Jubilee Celebration in July there was a parade which also contained a B&O model of the first train to enter Wheeling, W. Va. This photograph shows B&O Officer A. Pugh, Wilbur Vogler, who served as "flagman." Passengers Audrey Young, Ruth Houk, Esther Houk, Patty Evans, Shirley Babbitt and Anna Stanick, "Engineer" John J. Vogler, and B&O Officer Ed Miller

tributor, retired a few months ago, after about forty-five years' service. . . W. H. Schide succeeds Fred. The old-timers in that office, Jake Herbert and Bob Burns, have returned and, with Billy Billmire, they have things humming. Jack F. Holman, cameraman and artist, did the artistic work and E. T. Burke the lettering on two patriotic signs for the Riverside Shops. The signs have been instrumental in stirring up interest in the purchase of war bonds. . . Captain J. M. Powell, father of Chief Dispatcher Ralph E. Powell, died July 10. . . The wife of our former office associate, Walter M. Hinkey, of the Stores Department, died July 8. We extend sympathy. . . The late Lew Wiebking was always a gentleman with a kind word for everyone.

Camden Station

Correspondent J. RICHARD LAMB

George (Barney) Duvall, trucker for the Camden platform for nineteen years, has died. George was sixty-one. . . We welcome Nancy Crook and Francis Cole, working in out-bound billing, and Dorothy Morris, in

the Correction Department. Thelma Whitely and Mrs. Alice Brady (formerly Alice Doyle) are new faces on the first floor. William Laing, Jr., John Earl Sanders, William Brandenburg, Richard Cork and J. Meredith Russell are the new messengers. . . Mrs. Daniel Beam (formerly Elizabeth Fontaine), wife of our "Dan," is pinch-hitting on various jobs in the office.

Printing Plant, Mt. Clare

Correspondent L. B. HERON

Gene Kothe's recent expedition into the waters of the Chesapeake netted the party fifty-one rock, fourteen of them weighing more than five pounds each—"and that's no 'fishy' story," says Gene. . . Some over-zealous person turned in the old rubber on the Hendricks' car as a patriotic contribution to the war effort and Martin now rides the tram to and from. . . Keyboard Operator W. J. Pycha has acquired a stake in the farmlands of Virginia. Recently he showed up with a sackful of what he termed sweet potatoes only to find out later that he had dug up the dahlia roots. Some

farmer! . . . C. Williams, B. Stilling and W. Adams are our latest recruits for the armed forces. . . Welcome to W. Hill, Jr., R. Keller, R. Ross and P. Jasmin.

Mt. Clare Shops

Correspondent H. J. STACK

Joseph H. Ritter left August 28 to be a captain in the Army's new railroad unit. Captain Ritter was Maintenance of Way storekeeper at Wicomico Street. . . Miss Catherine Wagner, Storekeeper's Office, received an engagement ring and the ceremony was arranged for September 12. . . Clarence Steffe, machinist, fished all day, and all he caught was a tiny sunfish. He was going to retain it so he could say he at least caught one, but as he left the boat to go ashore he slipped, and the sunfish escaped. Later, Clarence was seen at the fish market. . . The new mail clerk in the Motive Power Office is Jack, son of Elmer Ford, Jr., Storekeeper's Office, and grandson of Elmer Ford, Sr., retired pipefitter. . . Will Cover, mail clerk, is recuperating from an appendix operation. . . The next affair of the Welfare Association will be a party at the Asquith Club September 20. . . Jitterbugs Joe Koerner and Tommy Grindall are now in the office of the general superintendent of Motive Power, while additions to the Motive Power Office here include Miss Theresa Green, Miss Mary Prymak and Joe Berter. . . Joe Donohue is working with Roy Hook in the shop order bureau. . . Boilermaker Edward J. Cavanaugh, who entered the service June 27, 1919, died June 10, 1942; Blacksmith Jakob Ola, who entered the service November 12, 1909, died July 3, 1942; Blacksmith William H. Miller, who entered the service November 18, 1919, died August 1, 1942; Retired Boilermaker George E. Matthews, who entered the service September 30, 1920, died August 6, 1942; Blacksmith Helper George Webbert, who entered the service May 1, 1885, died August 7, 1942; Machinist Francis M. Anderson, who entered the service April 1, 1899, died August 7, 1942, and Robert Dorsey, who entered the service January 27, 1919, died August 13, 1942. . . Harry McGinnis was made chief clerk to District Storekeeper F. W. Reynolds, succeeding A. R. Shenton, who was transferred to the Engineering Department.

Philadelphia Passenger Department

Correspondent H. B. KIGHT

Several of the homes of our employees and their friends have been visited by death. To the survivors we extend sympathy. . . Jimmy Flynn, yard conductor at 24th Street, who was injured some time ago, is recuperating at Graduate Hospital. . . The Shop Crafts sponsored a moonlight boat trip down the Delaware on July 15. . . Mike Torpey continues to improve after a bad spell of sickness. . . Bob Mitchell, one of our city passenger agents, has been transferred to Washington. . . Joe McCue, formerly of the American Express Travel Bureau, is now with our Company at Wilmington. . . The large waiting-room on the second floor at the depot is being made into offices for the freight department, which will move from the Widener Building around the last of September. Gone is our CTP room as a result, but we have another nice place to hold our regular meetings. . . Baggageman George Poffenberger fell off a truck recently and dislocated his shoulder. . . Chief Clerk Kratz and Agent Saltmer, of the Broad Street Travel Bureau, are air raid wardens in their neighborhoods. . . The radio spelling bee sponsored by "Grueting" featured B&O and Greyhound employees on June 2. The B&O team won, and each member got a pair of shoes. . .

Frank Powell has been promoted to city passenger agent. . . Remember to mark your calendar for the first Thursday of each month—that's when the CTP meets, and we want to see you there. . . Charlotte Gibson, secretary to the general freight agent, spent her vacation at the canteen at the station, helping to dispense (free) sandwiches, coffee, cakes and soft drinks to members of the services. B&O men, by donations every payday, help to finance this fine work. Mrs. Williams, who inaugurated the canteen service, received a check a few days ago from the Philadelphia Chapter of the National Historical Society.

**General Freight Agent's Office,
Washington, D. C.**

Correspondent K. F. ROLOSON

The nation's wartime capital at war—the hot spot of the B&O system—has not been heard from in the MAGAZINE for some time. But here's news at last: Congratulations to John Lawther of the West Virginia delegation, who was appointed freight representative on August 1, and Tom Routenberg, who became our new rate clerk on the same day. . . Bill Carder, furloughed secretary to the general freight agent, has been advanced to second lieutenant and is at Fort Francis E. Warren, Wyo. . . Yeoman Third Class Louis Levathes is now at the Navy Yard in Washington. Lou is furloughed secretary to assistant general freight agent.

Martinsburg, W. Va.

Correspondent W. L. STEPHENS

Blacksmith Charles M. Weatherholts, who retired in February, had entered the service twenty-nine years ago as a fireman. He became a blacksmith in 1919. Ill health forced his retirement. . . Retired Shopman B. H. Irvin celebrated his seventy-seventh birthday on July 20. He spent the day at his clubhouse on the Potomac. . . Donald, son of Mr. and Mrs. George Kescker, has just completed a sixteen-week Navy signal training course, and has had a fifteen-day furlough. . . C. Newton, son of retired Veteran C. W. Gregory, died on July 20 at the age of fifty-seven. . . Miss Helen Maxwell and Wesley Collier, an employee at Cumbo, were wed on July 6. . . The son of Yardmaster Ned Zepp has just been graduated from medical school and is now an interne at South Baltimore General Hospital, Baltimore. . . W. F. Hopper, Jr., son of an electrician here, has been promoted to captain in the Army Air Force. Captain Hopper has been on duty for a year and a half, and his present location is not known.

Glenwood, Pa.

Correspondents LAONA SAMPLE
and H. C. KNOKE

Our sympathy to Foreman Baisley on the death of his father. . . An eight-pound boy has been born to the wife of Assistant Foreman Hagan of the car yard. . . Blacksmith Foreman Hill made a trip to Conellsville recently. To make speed he took a "short cut." He reports beautiful mountain scenery in the vicinity of Donegal. But we recommended a road map for his next trip. . . "Snowball" Johnson was pressed into service in the Stores Department recently to unload a car of material, and he was placed in charge of two men. When told he made a poor foreman, he replied, "Boss, what I needs is a white shirt." . . Master Mechanic Schad dislocated a muscle in his left shoulder when he tripped over a barrel hoop. . . Machinist Newcomb and Helper G. Cornacchione have been released from the hospital. . .

Five little pennies

... are all you need to buy yourself the mild, mellow smoking pleasure in a Harvester Cigar. Try one. You'll like Harvesters.

HARVESTER CIGAR 5¢

"The Railroad Man's Smoke"



Joe Cuniff received several gifts from back shop employees before leaving to become general chairman and secretary-treasurer of the machinists' organization. Best of luck, Joe! . . . Road Foreman's Clerk Eddie McCarthy has been promoted, and we wish him success, too. . . Sue, the seven-year-old daughter of Foreman Helfrich, was recently pictured in the Pittsburgh Press turning in her rubber dollies and toys to Uncle Sam. Sue was impressed by the remarks of her parents regarding need for rubber, and without even their knowledge she took her toys to a gasoline station where the press photographer happened to be. . . Mr. and Mrs. Truman Richar, parents of Raymond Lyle Richar, who was killed at Pearl Harbor, have asked me to express their thanks to the employees of the Du Bois car shops for the gold star pins they presented to the Richars. . . Foreman John Gibson is back at the roundhouse after an illness. . . We have with us again congenial little Don Ross. . . More of our boys have gone with the armed forces: J. W. Connelly, boilermaker apprentice; Carman Helpers J. A. Bella, A. J. Piccolina, E. T. Coyne and J. J. Behun; Machinist Helpers W. J. McKinney and Alexander Nagy; Electrician Helper W. J. Roach; Machine Shop Apprentices Quinn and Eardley. J. O. Finnerty and M. M. Janitor, from Tenth Street, recently joined the armed forces, also. . . New flags have been raised at our car yard in Glenwood and at the Tenth Street yard.

**Division Accountant's Office,
Pittsburgh**

Correspondent H. J. TERNENT

There is a noticeable decrease in items left on the trains between Versailles and Pittsburgh since genial Conductor "Denny"

Gaal has been reminding passengers, "Don't forget your lunches, packages, etc." . . . We have two "blessed events" to report: Mary Ann was born to Mrs. Cornelius T. Ryan on July 20 and Michael Edward on August 5 to Mrs. Lou Wetzel. . . Our sympathy to the families of Al Korb, Joseph Beah and Richard Hays Miller, who have died since the last issue. Also to Mrs. Cash McOsker, wife of the inspector of accounts, whose mother has died. . . Stanley Williams has succeeded Mr. Korb in the Division Freight Agent's Office. . . Simon P. Burns, general superintendent's secretary, is still confined to his home. . . Cecelia Friel is a patient in Mercy Hospital. . . Sam Bonevac and Archie Satterfield, of our Tonnage Bureau, are interested in auditions for the radio, especially for sentimental songs. . . Larry Wigand's friends will be happy to know that he is still well somewhere in Hawaii. . . The wife of Car Distributor George Deutsch is recovering from a serious illness. Mrs. Deutsch is former president of our CTP. . . Edward H. Dice, sixty-five-year-old locomotive engineer, retired in July, after forty-seven years' service on the B&O. He first started with the Company as a blacksmith's helper at the Glenwood Shops in 1895.

New Castle Junction, Pa.

Correspondent J. C. RITTY

The CTP held its annual picnic in the grove at Cascade Park, and the Veterans held their's a few days later at the same place. On both occasions the grove was filled to capacity. . . M. J. Ryan, retired car inspector, died August 17. . . Yard employees have presented C. D. Updegraff with a gift in appreciation. Mr. Updegraff recently took his vacation, but did not return to work on account of serious illness.



—Courtesy Akron Beacon-Journal

SUPERINTENDENT JOHN EDWARDS, JR., JOINS THE VFW

Mr. Edwards (with his hand on the Bible and the flag) is being inducted into the Clarence Mains Post of the Veterans of Foreign Wars at Akron. The Post, named in honor of Retired Yard Conductor John Mains' son, who was killed in World War I, has twenty-two railroad men on its rolls. Above, Conductor George Harris, a past commander of the post; Night General Yardmaster Ike Thomas, Post Commander J. E. Tankey, Mr. Edwards, and Engineer W. F. Wilson, post trustee



B&O BOYS BEAT GREYHOUND GIRLS IN SPELLING BEE

At a Philadelphia, Pa., radio station in July a B&O team consisting of Malcolm E. Wagner, Freight Traffic Department, Baltimore; Hal R. Clay, secretary to the Auditor of Freight Claims, Baltimore, and Harry F. Bower, secretary to the District Freight Agent in Philadelphia, defeated a Greyhound Bus Co. team of three girls in a spelling bee. They B&O boys didn't make a single mistake, and each got a prize. Above, Wagner is shown at the "mike" during the contest, while Clay and Bower can be seen in the background

Butler, Pa.

Correspondent MRS. R. J. BINAU

The first week in August relatives and friends and several bands gathered at the B&O station to bid a group of draftees farewell. There were two B&O employees: Martin Pistoricus and Gennaro Isabella.

Foxburg, Pa.

Correspondent D. H. KIRKWOOD

Pensioned Patrolman John Hodges died at Eustis, Fla., June 10. . . A daughter, Lee Anna Katherine, was born to Mrs. J. T. Fowler, Jr., on July 5 at Hagerstown, Md. Her husband, Sergeant Fowler, is the son of Car Foreman J. T. Fowler, of Foxburg. . . Mrs. Jessie Boyd McAvoy, sister of Conductors Jas. F., K. C. and Joe Boyd, died July 4 in Chicago.

Punxsutawney, Pa.

Correspondent W. J. SCHRECONGOST

Promotions are coming thick and fast for our boys in the services. Ward E., son of Wreck Derrick Engineer E. O. Dickey, has been promoted to lieutenant colonel at Honolulu. . . Former Yardmaster Joseph Kanes has been raised to a major in the infantry, and is somewhere overseas. . . Frances D. Creedon, former chief clerk in the Division Storekeeper's Office, who is in the quartermaster corps at Philadelphia, has been promoted to lieutenant colonel. . . James, son of Car Repairman James P. McConnell, has been promoted to major. He is in Ireland. . . James, son of Switchman M. M. Harold, has been made a top sergeant. . . Bob, son of Switchman James Smouse, has become a second lieutenant and is overseas. . . Charles Schermer, son of a retired switchman, has been commissioned an ensign in the Navy and is in Alaska. . . Carl, son of Car Inspector C. O. Burkett, has completed officer's training to become a second lieutenant. . . Cyril, son of Car Foreman Joseph Braund, has been appointed to officer's school. . . Isaac, son of Locomotive Fireman I. M. McKee, has been made a sergeant. . . Charles, son of Car Repairman Lon McQuown, now in Trinidad with the Army, has been recommended for officer's school. . . Carman Helpers Herbert Manners, Lee McHenry, Delbert Palmer, Elmer L. McElwain and Donald Scott and Machinist Apprentices William Coble, Merl Curry, Jr., and Thomas Stewart have been called to the colors.

Du Bois, Pa.

Correspondent MARION K. SULLIVAN
Associate Correspondents TONY NEWMAN,
JIM KEYS, JIM SLATTERY, J. F. JONES

The second annual Car Shops picnic was held August 16. Eight hundred car workers and their families were on hand at the Du Bois Municipal Park. The picnic dinner was followed by novelty and speed races. The B&O Shops baseball team and St. Mary's Colts clashed in a game that was stopped by rain after five innings. The Colts were leading by 5 to 3. Don Allen and Al Anthony were the battery for the shop team. . . Prior Service Clerk Bill Swisher has married Helen Colkitt, and Adeline, daughter of Boilermaker Charles Snyder, has wed Carl Kessler. . . David McDonald, Accounting Department, has entered the Army. Clerks Leo Raher and Harry Peterson expect to leave for military service soon. . . Clarence, son of retired Air Brake Foreman Charles Sykes, was graduated with honors from Pennsylvania State College the week of August 3. . . Boiler Foreman J. G. Vally's son, John P., died August 16.

Galeton, Pa.

Correspondent MARY WHYENNY

The B. & S. safety and CTP meeting in June filled the Moose Hall to overflowing, over 400 attending. Assistant Trainmaster M. J. Curran was chairman. Mrs. Silas Finch received a service flag bearing the names of her three sons who are in service. Mrs. A. N. Olson, wife of a B&O engineer, gave a brief talk. W. P. Hollen, of Du Bois, gave a talk on safety. Robert Rankin, trainman, gave his impressions of safety from the viewpoint of a new employee. Harry Sawyer, superintendent of the C. & P. A.; Division Freight Agent J. B. Gray and C. N. Fullerton, general chairman of the CTP, also gave brief talks, and Whiting Williams was the main speaker. Ice cream, cake and soft drinks were served by W. G. Kramer and his staff. The band gave a concert before the meeting and received \$15.00 from the employees. . . . Norwood J., son of Storekeeper N. J. Brown, has been promoted to captain in the Air Force, and he is at France Field, Canal Zone, Panama. . . . W. E. Fry, agent at Wharton, Pa., has been transferred to Knoxville, Pa. . . . Conductor O. M. Reed, who worked out of Galeton for many years, has retired. . . . A patriotic rally was held July 10 by the townspeople, and an active part was played by the B&O employees, W. G. Kramer, section stockman, being chairman.

East Salamanca N. Y.

Correspondent MAE F. CONNORS

Pvte. C. F. (Babe) Forness, who was in the Stores Department, enlisted in the Twelfth Armored Division on July 14, and is now at Camp Perry, Ohio. . . . Pvte. Daniel Crocker, former painter, has enlisted in the Army and is attending Officer's Training School at Fort Monmouth, N. J. . . . Pvte. First Class Stephen C. Green, Jr., who was a fireman on the Buffalo Division, is serving in the Hawaiian Islands. Steve is the son of S. C. Green, car foreman's clerk. . . . Machinist James McGovern has been sick. . . . John Ledden, who has been spending most of his time in Florida, returned this summer to his home on Summit Street. He is a retired passenger and freight agent.



DR. B. H. GUISTWHITE DEAD

Dr. Guistwhite, B&O doctor at Cumberland, died on June 3 at the age of fifty-five years. He had entered B&O service in 1916

Rochester, N. Y.

Correspondent ERNEST BRIARS

The death of Mrs. Margaret Rita Munding occurred on June 13. She was the mother of Oscar Munding, of our Accounting Department. . . . B&O folk in Rochester were greatly shocked to hear of the death of former Buffalo Terminal Superintendent F. J. Kahle. . . . Private Metro Bastuk, brother of Charles Bastuk, of the Traffic Department, is stationed at Fort Jackson, S. C., where Winston Churchill visited. . . . William Arthur Gehl, of our Division Freight Office, is a second lieutenant at Camp Barkley, Texas. . . . Everett Van, son of Mr. and Mrs. Everett D. Davis, has been promoted to second lieutenant, and is at Camp Davis, N. C. . . . The annual CTP and Veterans' ferry trip was called off and, instead, we picnicked at the "Wishing Well." . . . Joseph F. Redding, former joint agent at Maplewood, died on August 11. He had been retired about twelve years. . . . Seaman Harold Hallett, son of Sergeant Hallett, of the B&O police, likes the Coast Guard, in which he has been enlisted four months. . . . Second Lieutenant Michael C. Pancione has visited his parents, Mr. and Mrs. Peter Pancione. Lieutenant Pancione entered the Air Corps last November and trained at Turner Field, Ga. He is now an instructor in navigation there. . . . Paul Banskack, Accounting Department, took his vacation the week of the Times Union Open Golf Tournament, and put in every day on the grounds.

Northwestern Lines

Akron Division

Correspondent A. C. HARRIS

Joseph Robert Sarbo, eight and one-half pounds, arrived at the home of Water Station Repairman Andy Sarbo, New Castle, on July 28. . . . If the party with large head who got small size hat at P. J. O'Leary's dinner in Akron will call Police Captain T. L. Johnson, all will be forgiven. The captain's ears are taking a terrific beating from the larger hat. . . . Agent C. B. Blythe, Mineral City, completed fifty years' service August 4. . . . Charles Mager, Accounting Department, has transferred to the office of the assistant to the vice-president in Baltimore. . . . Telephone Operator Bee Smiley won a prize of \$800.00 and fainted. . . . Division Passenger Agent H. C. King arranged a trip for S. A. Rose, head of the Rose Iron and Metal Company, Pittsburgh, Kan., and received a letter of thanks for the courtesy. Then followed information that one carload of the Rose Company's freight had been shipped over our line and that more would follow. . . . Admirer sends note to us, "Your photo, June issue, replica Miss America, 1906. Expression indicates hard hit by sugar rationing. Can you supply additional prints to drop over Axis countries so as to ruin their morale and bring quick victory?" . . . Track Foreman Mike Ruddy, Pittsburgh & Lake Erie employee near Lowelville, discovered a defective rail on our main tracks August 4. He immediately notified our yard office; maintenance forces were called and the condition was corrected without delay to traffic. . . . Lawrence Reidy has become secretary to Master Mechanic Rosenberg, and so leaves the division engineer's office. . . . Apologies to operators and others in the Telegraph Department. At the dinner honoring P. J. O'Leary, the radio presented by Bill Shelton was a gift from operators and other employees in the Telegraph Department, and not from the Veterans. . . . Chris Ries, former chief clerk to the Akron agent, died July 28 after an illness of several years.



We have an
AXIS
to Grind!

LIKE you men of the railroads, Hamilton is busy grinding the Axis! "The Watch of Railroad Accuracy" is ticking off the numbered hours of Hitler, Hirohito and Mussolini.

We're proud of the service that Hamilton timepieces render the nation. On our ships and planes and tanks they help synchronize every engagement. In cab and car and yard, Hamilton Railroad watches continue to provide accurate time for one of America's most vital fronts—Transportation! Foremost among railroad timekeepers is Hamilton's Model 992B...the watch with the highest degree of accuracy for any degree of temperature, humidity, magnetism.

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THE WATCH OF
RAILROAD
ACCURACY

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THE FIVE FINE CHILDREN OF CLERK LOUIS S. COON, TRAFFIC DEPARTMENT, ROCHESTER, N. Y.
Left to right: Jacqueline, the baby, is four years old; Robert, seven; Richard, twelve; Gloria, seventeen, and Walter, nineteen

Struggling against heavy physical odds, he refused to quit until his weakened body could no longer meet the demands of the job. He retired a year ago. Dependable, loyal and aggressive, he attracted a wide circle of friends.

On Line, Akron-Chicago and Wheeling Divisions

Correspondent W. E. BRUGH

C. M. ("Doc") Piper, pensioned engineer, died August 15 on his sixty-eighth birthday at his home in Massillon, Ohio. He was a veteran railroader, with fifty-one years' service. . . Willard, Ohio, held a homecoming celebration on August 12. The B&O had two floats in the large parade, one a replica of the first passenger train to enter Wheeling, W. Va., and the other a model of a new passenger Diesel-electric locomotive. At the celebration, the railroad was represented by O. E. West, supervisor of yards and terminals at Baltimore; C. V. Thomas and L. W. Sagle, of the Public Relations Department; H. R. Purkhiser, district supervisor of terminals, and John Edwards, Jr., superintendent at Akron.

Cleveland, Ohio

Correspondent H. J. SCHIEBER

Terminal Agent George R. Littell, past president of the Traffic Club of Cleveland,

has been appointed Assistant Director of the Cleveland Office of Defense Transportation in charge of Rail-Truck Section. Mr. Littell is a veteran of forty-six years with the P&O. His headquarters will continue to be in Cleveland. Mr. Littell is succeeded as terminal agent by Mr. O. F. Murrey, former chief clerk. . . Car Clerk Charles Kuehny has been inducted into the Army. We don't know yet where Charlie is. We wish him loads of luck.

Upper C. L. & W. Territory

Correspondent O. H. EGGENSENBERGER

Engineer C. M. Piper, of Massillon, Ohio, who retired in 1941, died on August 14. Engineer Piper had been in the service more than forty-five years. . . Warren Gilbert, son of W. E. Wall, storekeeper at Lorain, enlisted in the Marines on June 14. He has gone to Parris Island, S. C. . . August Wilker, eighty, former carpenter, died on July 24 in Lorain. He had retired in 1932 after forty-four years' service. . . Dennis Mahaley, age eighty-two, who had over fifty years' service, also has died. . . Robert E. Mays, nineteen, car helper and son of Assistant Car Foreman Guy H. Mays, of Lorain, has enlisted in the Navy. His cousin, Jack Mays, has been in the Navy for three years. Another cousin, Carl Skinner, is a lieutenant in the Army Air

Force. Robert's younger brother, Richard, will take up aeronautical engineering at the University of Cincinnati this fall. . . Wayne H., son of Engineer A. F. Kuhn, was made a first lieutenant on August 7. Twenty-three, he's a graduate of Ohio State, and is doing public relations work. . . Yard Foreman Charles D. McGuire and his two beautiful daughters, who form a tap-dance trio, recently won first prize on a radio program at Cleveland.

Willard, Ohio

Correspondent GLADYS STENGER

A columnist for the Tiffin (Ohio) Advertiser-Tribune, who recently arranged with the B&O to take a ride on the Diesel-electric locomotive which pulls the Capitol Limited, described the duties of Engineer Steve Harvey and Diesel Maintenance Supervisor F. W. Drum.

Toledo Division

Correspondent HELEN A. GARDINER

Dayton—Assistant Superintendent J. W. Kelly, of Dayton, who has been confined to the hospital in Toledo, has recovered sufficiently to return home. . . Captain of Police Wheeler is beaming proudly these days because of a grandson born June 21, and named Ronald. . . Clerk Donald F. Harker and Yardmaster C. C. Stage,



CHICAGO PASSENGER SOLICITATION DEPARTMENT

Here's the happy "office family" of Bill Meuse, Assistant General Passenger Agent at Chicago—Sitting, left to right: Stenographer B. Von Ruden, Passenger Representative E. Haney, Bill Meuse, Division Passenger Agent E. D. Corcoran, Stenographer I. E. Gerken; Standing: Passenger Representatives E. D. Phillips and

F. B. Dickison; Traveling Passenger Agent R. B. Weaver, Passenger Representative H. H. Lehkamp, Chief Clerk E. G. Wertz, Passenger Representatives L. Ashby and D. J. Taillon, Traveling Passenger Agent P. McK. Snyder, Passenger Representative M. D. Taylor and Messenger N. Nelson

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Dayton Terminal, have been commissioned "captains" in the Army Railway Operating Battalion and are soon to report for active service. . . During July twenty-six employees of the Toledo Division were drafted or enlisted in the armed forces. . . George E., son of Chief Clerk G. C. Stoecklein, enlisted in the Air Force and is at Patterson Field, Fairfield, Ohio. . . Stenographer-Clerk John E. Zimmerman has enlisted in the Navy. . . J. F. Phares has become general foreman (night) at East Dayton. . . **Hamilton**—General Yardmaster and Mrs. O. H. Fletcher have another son, the fifth boy. They also have two girls. . . Miss Margie, daughter of Cash Clerk Ray Emley, and First Sergeant Jack Blackwell were married June 12. The groom is a son of the late John Blackwell, who worked in the roundhouse. . . Mrs. Sarah Reister died July 4. She was the widow of Jacob G. Reister, former freight agent here. . . Yard Clerk Charles Murden enlisted in the Army, and Yard Foreman Phil Singleton and Yard Clerk Norman Metzger recently were inducted. . . Rate Clerk and Mrs. E. E. Bunn announce the arrival of a baby daughter. . . Private William O. Brenner, son of Yard Engineer O. B. Brenner, was graduated from Love Field, Dallas, Texas, with the rating of airplane mechanic. . . Edward Kramer is the new messenger in the Freight Office, succeeding Edwin Stiehl.

Motive Power Department, Toledo Correspondent DOROTHY JACOBS

David Dickinson, former carman, has become a corporal, and is at Craig Field, Selma, Ala. . . James T. Kelly, former machinist helper, is studying to become a Navy electrician at Purdue University. . . Pvt. Robert E. Malloy, former machinist helper, is in the Coast Artillery at Camp Hany, Calif. . . Paul J. Weisenburger, machinist helper, joined the Army July 30. . . Pvt. Herbert Gast, son of Carman Arthur Gast, is in Australia. . . The Federated Crafts have posted a service flag in the Roundhouse. At present it has ten white stars. . . Machinist John Parton and Tank Helper Marvin Smith are back after long illnesses. . . A little bit of heaven dropped in at Machinist Helper Hugh Bowland's home. Her name is Ruth Anna. . . Boiler-maker Helper Richard C. Hopkins and Leona M. Layman were married June 26. . . Mr. and Mrs. Frederick W. Schlamann celebrated their twenty-fifth wedding anni-



L. F. SPITLER

Appointed Night General Yardmaster at Washington, Ind., last March

versary July 2. Mr. Schlamann is assistant car foreman. Another silver anniversary was celebrated by Mr. and Mrs. John McDonald on July 3. Jack is first-trick crew dispatcher. . . Trucker James L. Curran joined the Army in July, and is at Camp Perry, Ohio. . . Jesse M. Utter, who was a B&O carman for twenty-two years, died July 4. . . Charles P. Heiman, carman for many years at Toledo, was made general car foreman at Lima on June 22.

District Freight Representative's Office, Detroit

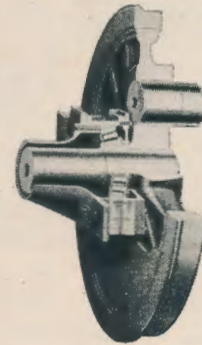
Correspondent CHARLOTTE E. LUBS

The Detroit office is the proud owner of a Minute-Man banner. In addition to our payroll deductions, we formed a club whereby one member of the organization receives a \$25.00 Bond each payday. Several have signed up for Civilian Defense work, O. K. Sanders, district freight representative, being a sector warden, and John McKnight, Stearne T. Maclean and Merle A. Franks being air raid wardens. Mr. Edward C. Breault is an auxiliary policeman. . . Elsie Stolberg and myself were guests of Mr. and Mrs. S. T. Maclean at their summer home in Canada, on Lake Erie, for a week-end. . . Merle Franks and Andy Anderson are consoling each other on their hay-fever.

Passenger Traffic Department, Chicago Correspondent "CHATTY"

When the war is over Denton Turner will be a wealthy man. Denton figured that his budget allowed an expenditure of twelve cents on a chance for a war bond, so he invested it. He was called up some time later, at 2.30 a. m., to hear that he was the new owner of a \$1,000.00 Bond. Denton didn't believe it. But it turned out to be true. . . The Schlottmans fattened the calf and welcomed home their conquering son, Richard. He had completed his first year in business and, crowned with success, came to Chicago to enjoy his vacation with his parents. . . The advent of Terrence Sean O'Connell on July 21 brought a barrage of cigars. His dad is Jimmy O'Connell, manager of the B&O Reservation Bureau. "It's pronounced Shon," he says proudly, indicating his son's middle name, "and it's Gaelic for John." . . It is no military secret that the South is warm. Corporal Ray Schutte and Pvt. Charles Heinz will tell you that most of the heat is manufactured in Alabama and South Carolina, where they have been respectively assigned. Chuck, who was just recently sent to his new post, is already on speaking terms with a tropical lizard, and is planning to make a pal of it. . . From Emily Troller comes word that Bill, of the William and Andrew twins, is still in Oklahoma. Come to think of it, we don't even know how many chevrons Bill has on his sleeve. Say, Bill, you read this magazine; how about some information? . . . Jimmy Watts, of our mail desk, made a whirlwind entrance into the Navy and was sent to the Great Lakes Training Station in record time. Fresh from ports not to be mentioned herein, he reports that the Navy is "swell." . . Hollywood missed its best bet when Edward Britt forsook it and our own Reservation Bureau for the Bluejackets. . . Harriet Shellin has been inducted into the stewardess-nurse corps as secretary to the chief stewardess-nurse. . . Norman Nelson is newly chosen amanuensis to Assistant General Passenger Agent Meuse. Norman had his basic training in a bus line office.

Delivering the goods is winning the war ... AND NEW FRIENDS



Even people who know next to nothing about railroad-ing realize that the railroads are doing the "impossible" in this war. No stronger tribute could be made to their efficiency.

THE TIMKEN ROLLER BEARING COMPANY, CANTON, OHIO

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Apply now for pass to send son or daughter to Columbia. Short intensive courses in Stenography, Secretarial Science and Accounting. Tuition and living cost low. Enroll any Monday—or September 8. Free catalog.

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PRESIDENT HAGERSTOWN, MD.

Freight Traffic Department, Chicago Correspondent A. J. KIMMELL

To August 21, our War Saving Club had awarded \$228.75 in prizes. . . One of our furloughed employees, Bob Gomm, has returned, and we also welcome Bob Bornemann, a new stenographer. . . Pvt. John Hoigaard sends greetings from Camp Rucker, Ala. . . Freight Representative John Hoigaard and Secretary Ralph Heckendorf have become members of the armed services. John is at Camp Rucker, Ala., and Ralph is in the Marines, present station unknown. . . Al Loomis and Edward Smith deserve congratulations on their promotions. . . We have two other new employees, Bob Shaffer and Clarence Hanna.

Local Freight Office, Chicago Correspondent GEORGE JOHNSEN

Received letters from Pvt. John Kwiek and Coast Guardsman Morry Schoenthal. Happy to hear that both boys are well. . . Edward J. Doherty reported for military duty on August 22. Bill Holmquist has signed with the Signal Corps and is waiting for notice to report, and Bill O'Brien, Jr., received his physical examination on August 13. . . William G. Arden, genial clerk, has been home sick since July 16. He spent



—Courtesy Newark (Ohio) Advocate

FIRST RED CROSS EMERGENCY RAILROAD DETACHMENT IN U. S.

These men, B&O employees on the Newark (Ohio) Division, are members of the first Red Cross railroad detachment in the United States. Their unit is designed to provide emergency aid whenever it is needed in their locality. Volunteers, they are on call at all times. W. F. Harris is leader of the group, the members of which received their first aid instruction from Hugh Lecky, also a B&O employee at Newark. In the photograph above are: (standing) Harry Hetrick, Aaron Mitchell, John Bucy, W. J. Bassit, V. Fairchild, E. A. Beckman, C. A. Sprouse, O. C. Keller, Carl Stone, E. Leogrande, Fred Mills and Leo Hupp; (sitting) A. S. Wall, W. R. Totten, Hugh Lecky, W. F. Harris, C. L. Cocanour, W. P. Hussman and R. George

three days in a hospital for an operation. Bill probably will be back with us before you read this.

Freight Traffic Department, Northwest District, Chicago

Correspondent W. A. GRIFFIN

Bob Gomm is with us again after a long absence. . . Glenn Roberts, first from our office to enter the armed forces, has been promoted to master sergeant in the Third Armored Corps. . . George Shepard joined the Navy. . . Welcome to Paul Peterson, messenger.

Robey and Lincoln Streets Districts, Chicago

Correspondent BRUNO S. LUKAS

Added to the military service roll from the Maintenance of Equipment Department are: K. W. Brackman, boilermaker helper; Louie Michudes, Ralph E. Pictor, J. S. Brown and Frank Batyst, machinist helpers; Edward Fadze, carman helper; C. E. Schultz, J. J. Kopchika and N. A. Wolkof, car cleaners; P. J. Templin, machinist, and Robert Clanton, fire-knocker, East Chicago; William Moore, machinist, and Frank Van Vlierbergen, messenger, now a corporal in the mailroom at Fort Benning, Ga. . . Charles Wiseman, sixty-nine, father of Boiler Inspector Frank H., suffered a stroke and died July 21 at Charleston, Ill. . . Hugh Hegarty, blacksmith helper, obtained a new assistant recently, a baby boy. . . Some changes in the office of F. H. Remaley, Lincoln Street storekeeper: Robert J. Zientak, price clerk in place of R. T. Marks, transferred to agent's office at Lorain, Ohio; F. F. Friedman, in Zientak's place as material charge clerk; E. J. Antrim, receiving clerk in place of James Hemza, now giving "info" at Grand Central Station, with our former side-kick, Gilbert F. Quick. Quick has been replaced by Richard V. Lorenz as stenographer-clerk in the trainmaster's office. . . Ade Jackson, motor truck operator, has retired after twenty-five years of service. . . Road Foreman of Engines' men in military service are: L. R.

Claxton, A. C. Schoener, R. T. Burdette, Jr. (son of our rules examiner), W. J. Muzzillo, E. R. Kocur, F. W. Johnson, S. J. Gura, F. R. Snow, J. D. Munk, J. E. Tully, J. L. Barnes, J. E. Beasley, R. W. Gahagan, W. R. Mooney, Jr., L. B. Ottenstroer (son of Engineer Bernard J.), E. R. Park, C. T. Halpin, R. N. Breckling, W. B. Thorpe, George Goetschel (son of Engineer Oscar), Robert E. Melcher (brother of Switchman C. E.), J. A. Kocur, Bruno F. Smolen and Engineer Robert C. Lemley. . . S. A. Rodgers has been appointed supervisor of locomotive operations. . . Walter Barber, pensioned engineer, died in June. . . Hermon Domrose, engineer, father of Machinist Harold F. and brother of Engineer Emil, died March 17. . . Switchman Francis P. Ennis enlisted, with his brother Tom, of the C. B. & Q. downtown office, shortly after a third brother, Cyril, had been killed in Hawaii while on duty driving a truck. . . From Arch Ward's "Wake of the News," in the Chicago Tribune: "South Side Garden, 81st and Avalan, Chicago: 'This is a victory garden—trespassers will be treated as fifth columnists.'—Ernie O., of B&O." . . From the agent's office at Robey Street: A number have been summoned by Uncle Sam, namely, R. McKenzie, Joe Hackett, A. J. Reed, N. F. Netherton, John Quinn, Victor N. Cizinauskas (now a corporal at Montgomery, Ala.), Harold R. Scott, E. C. Tucker, Edward Schoen, J. P. McManus (in the Merchant Marine) and Thomas B. Bergin. Replacing them are: Yard Clerks Everett J. Miller, Vito J. Sulli, L. Friedman and Ben Friedman (no relation), L. Runyon, H. Donatelli, F. J. Rimicci, J. Cashion, James Chamberlain, Louis Franco and Frank Monaco; Yard and Interchange Clerk Charles J. Hewson; Messenger Donald Wilson and Stenographer-Clerk John C. Driscoll. . . Ray J. Wilson succeeds Joe Socks as train desk clerk. . . Socks is now utility clerk at Forest Hill in place of "Red" Freeman, who is in the Army. . . Yardmaster's Clerk Ed Muldowney, Lincoln Street, is in the service. . . There are brand new boys in the households of George Rimicci, Bill Hoffman and Billy Wells,

respectively, named Jeffrey, Thomas Mickey and Robert Norman. . . At Cicero Avenue, Assistant Agent Charles Spurr reports that Conductor Andrew J. Muetting has a boy, Sergeant James A., at Camp Forest, Tenn. . . Agent Wally Stuhl, at Forest Hill, reports John Mrofka in the U. S. Navy, Ed Szumsky, Ed Stack, Fred La Giglia and R. ("Red") Freeman in the U. S. Army. . . Miss Eileen Hallineen is a new stenographer; Frank G. Phillips, new mail clerk, and R. M. Beadell, a new messenger. . . George Wassack, piece-work operator and son of the chief clerk in the agent's office at Robey, married Dorothy Kubick.

Southwestern Lines

Keyser, W. Va.

Correspondent CHARLES A. STEIDING

Hostler E. R. Mills has received notice that his son, Lee G. Mills, gunner on U. S. S. Finch, was reported missing in action at Manila Bay on April 9, 1942. Another son, Clyde R. Mills, is a staff sergeant in the air force and is at Denver, Col. Lee's wife has received from the Secretary of the Navy a copy of a commendation to her husband, which reads, in part: "The Department has been informed of the conspicuous bravery and fine leadership shown by you on the U. S. S. Finch in Manila Bay when that ship was under simultaneous attack on April 9, 1942, by enemy shore batteries and aircraft. During this action, you stood in an exposed position in the center of the circle deck, without regard to your personal safety, directing the fire of the two three-inch anti-aircraft guns. Your coolness and courage set an excellent example to the gun crews and ammunition party, and your sound judgment in estimating rapidly changing ranges and deflections contributed materially to the successful repelling of repeated dive bomber attacks." . . . Francis Densmore, former car helper, is now radio technician in the Army Air Force. His father is Blacksmith Lawrence Densmore. . . Kermit, son of Stationary Engineer Harry Welch, is in the Navy. . . William M., son of Operator D. F. Keefawver, is in the Naval Radio School in Alabama. . . Virginia M., daughter of Operator V. D. Twigg, a graduate of the Union Memorial Hospital Nurses School, Baltimore, has enlisted as an army nurse, and has arrived safely in Australia.

Terra Alta, W. Va.

Mrs. Alice C. Smith, wife of Jacob Smith, retired B&O pumper, died in March. She and Mr. Smith had been married for fifty-eight years. Several weeks after her death, her grandson, Charles J. N. Smith, who had been a B&O clerk for several years, died at Alexandria, Va. He had been reared by Mr. and Mrs. Jacob Smith.

Grafton, W. Va.

Correspondent WILLIAM M. SHAFFERMAN

Howard O. Blue, former Car Department employee here and the son of retired Blacksmith A. L. Blue, is a private in the Army, stationed at Presque Isle, Maine. . . Thomas A. Grayson, former B&O clerk and son of Yardmaster Clarence E. Grayson, is also a private and is stationed near Columbia, S. C.

Wheeling, W. Va.

Correspondent DAVE WHITE

Employees on the Wheeling Division are responding gratifyingly to the president's appeal to refrain from using passenger trains over week-ends. . . John G. Wurdack, tallyman, died here on June 20 after an extended illness. He had entered the

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service in 1912. Surviving are his wife, Mary M. Wurdack, two sisters and one brother. . . Mrs. Mary Dooley Manion, wife of Tallyman John H. Manion, died on July 12. . . C. Robert Evans, formerly in the Accounting Department, who has been ailing for several years, died in Moundsville on July 6. . . Car Inspector Alfred Neuhan is recovering from a major operation. . . Chester Kreiter, secretary to the division passenger agent at Wheeling, has become secretary to the road foreman of engines at Glenwood. . . Local Veterans and the Ladies' Auxiliary met on July 20 at the home of S. G. Hirst. . . Shortly after midnight on June 23, a neighbor of Ray Shields, relief chief train dispatcher, who resides in Bridgeport, telephoned Mrs. Shields that he had noticed a box car afire in the Bridgeport yard. She immediately had the telephone operator sound the summons for the volunteer fire department, and then called the chief train dispatcher. After that she awakened Mr. Shields, who said, "We better call out the fire department quick." She replied, "I have already done that." They Ray said, "Phone the chief dispatcher," to which she replied, "I have done that, too, dear." Ray has a wife who knows what to do and does it. . . Retired General Agent U. B. Williams celebrated his eighty-sixth birthday on August 16, and he was deluged with gifts and congratulations. . . Assistant Division Engineer Hiram E. Perkins, of Parkersburg, has been transferred to Wheeling to succeed T. Bloecher, Jr., who is now a dollar-a-year man in the Government. . . Henry M. Potts, who has forty years' service, has been appointed master carpenter here.

Benwood, W. Va.

Correspondent JAMES A. MCELWEE

Machinist-I. C. C. Inspector C. E. Beall, of Benwood, and Brakeman William Peel, of Holloway, continue to be ill at their homes. . . The Holloway Terminal picnic was held at Cadiz, Ohio, on August 5. Praise is due the committee in charge of the successful affair. . . Daniel Willard Boy Scout Troup No. 65, of Holloway, spent a week at Camp Agaming in July. . . Engine-house Foreman C. M. Powell and Engineer G. W. Morrison are doing lots of fishing. . . Operator Elgin Jackson, Holloway, has purchased another farm on Belmont Ridge and expects to go in for farming on a big scale. . . Benwood and Holloway Shops are signed up 100 per cent. for the purchase of war bonds.

Parkersburg, W. Va.

Correspondent GEORGE BARNETT

Parkersburg has passed all previous records for car movements. A tribute is due the men in the ranks. . . Cooper Frank Blair left the freight house to join the lads in khaki. Ahead of him were B. E. (Ted) Deem, Jr., and Cliff Miller, from the high yard office. . . Freight House Chief Clerk Joe Cromley is on the sick list. . . Yard Clerk W. L. ("Blondie") Nicholas, who is still among those on the sick list, couldn't stay away from the railroad. With the open air and the wide open spaces for medicine, "Blondie" took over the old passenger station at Palestine, W. Va., for a summer camp.

Ohio Division

Correspondent C. K. CONRAD

From the first of the year to August 18, eleven injuries occurred on line on the Ohio Division. This was five more than for the same period in 1941. . . Conductor W. C. Armstrong's mother has died. . . Fuel performance continues to show an improve-

ment on the division. . . Per diem for foreign cars on the system seems to be much too high. More than \$1,000,000 was paid in the month of May. . . We believe we had an all-time high for cars handled on the division recently, 3,599 cars being handled in one day. For a single-track railroad, this is a huge business. . . Reports of smoke violations are decreasing. . . We welcome a number of new men on the Ohio Division. . . Retired General Yardmaster T. E. Banks and retired Engineer Martin Iuler have died. Both were grand men.

Zanesville, Ohio

Correspondent C. B. L. HAHN

The wife of Carman Elmer Vandegriff is recuperating from a major operation. . . William H. Stone, son of Supervisor of Shops H. V. Stone, who is in the Army Air Force, is reported to be recovering from injuries received in an accident, details of which have not been announced. At first it was thought that Bill would not recover, but now he is expected to be all right in three or four months. His friends in Zanesville hope that he will soon be flying again. . . There are several new arrivals in the B&O family here. First was a daughter, Wylie Jane, for Mr. and Mrs. Robert Garrett (Mr. Garrett is in the Stores Department). Wylie Jane was born July 12. Next day, Allan David arrived at the home of Assistant Signalman and Mrs. Raymond Applegate. On July 17, another boy, Palmor Basil, arrived at the home of Welder Helper and Mrs. John B. Calihan. The babies and mothers are doing well, thank you.

Newark, Ohio

Correspondent R. T. GEORGE

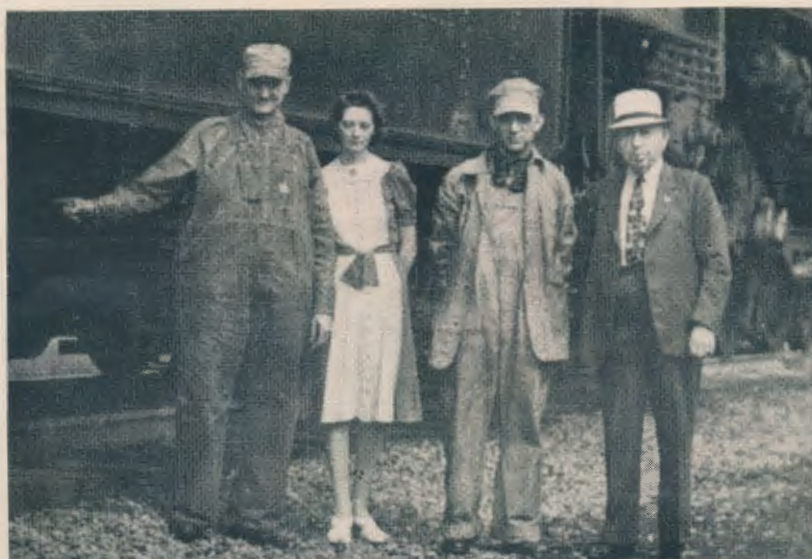
We didn't find out until now that Messenger Carl G. Landis married Miss Ruth V. Dumm on June 29. Carl is in the division accounting office, and is the son of Brakeman John R. Landis. . . Miss Marjorie Ruth, daughter of Clerk Carl L. Johns, married Dale Richard Diller at Greenup, Ky., on

July 18. Mr. Diller is with the Curtis Wright Company, of Columbus. . . Miss Jean Marie, daughter of Mr. Audrey Wall, of the Accounting Office, was married on August 11 to Pvt. John E. Jones. At present, Mr. Jones is at Camp Swift, Texas. . . Chief Dispatcher Homer McArtor received a message from Harold J. Tilton, stating that he was on an Army supply train and would pass through Newark at a certain time. Tilton was formerly an extra dispatcher at Newark, but went to the West Coast twelve years ago to work for the A. T. & T. He is now an army lieutenant and was in charge of the train. The train did not stop here, but Tilton was on the caboose and waved at us. . . Earl E. Hall, caller and crew dispatcher, was killed on August 20 when the motorcycle he was riding collided with a truck. He had been with the B&O for nearly thirty years. He leaves his wife, the former Blanche Baughman; two daughters, Mrs. Nelson Levings-ton and Mrs. Richard Mossman, both of Newark; three grandchildren and his father and step-mother.

Cincinnati Terminals

Correspondent ERNEST McMAHON

Among those recently called to the colors are: Walter Kittle, division engineer's office; Pearl Mathews, division accounting office, and J. T. Hoelzer, assistant division engineer, who has joined the Engineer Battalion, Railway Operating Corps. . . Margaret Jane, daughter of John Gallagher, chief clerk to trainmaster, has become engaged to Lieut. John W. Houck, Jr., of Detroit, Mich. Lieut. Houck is at West-over, a bomber pilot in the Army Air Force. . . John Flanagan, car record office, announces the birth of a baby daughter, Kathleen Jill, on July 2. . . We here were glad to hear that R. C. Diamond became superintendent at Indianapolis. The CTP picnic held at Cincinnati August 9 was not a howling success. We had several showers during the day and then a rain that nearly washed us out of the park



A "STRANGER-THAN-FICTION" PICTURE

The photograph was taken twenty-eight years after Engineer Henry Malone (at left) "ran over" the girl next to him with a freight train. The girl, Miss Virginia Burke, daughter of a former B&O employee at Roseby's Rock Station, W. Va., was not hurt, although the whole locomotive and part of the tender passed over her before the train came to a stop. Mr. Malone found her scared but safe under the rear tender truck. This photograph was taken on the scene of the "accident," after Miss Burke was grown-up and employed in Moundsville, W. Va. Others in it are Fireman E. C. Holloway and Pensioned Engineer C. T. Welsh. Mr. Malone now is retired, also

Rail oddities



Temple Bar Building, Cincinnati, O.

Correspondent L. A. HIGHTSHOE
Associate Correspondent EDITH HORMANN
Assistant Chief Clerk Martin W. Mueller's mother, Mrs. Clara Emily Mueller, has died. . . Charles E. Hall, who until his retirement was freight representative at Cincinnati, died June 21. . . Harry R. Lamkin, assistant tariff compiler, has completed the course for auxiliary firemen and one in first aid. Harry lives in Lawrenceburg, Ind. . . Jack W. Shea, former stenographer, Freight Tariff Bureau, is at Jefferson Barracks, Mo. . . Pvt. F. C. Joseph Gerhardt, son of Mrs. Anna Gerhardt, is in India. . . Martin W. Mueller's son, Melvin, has been promoted to sergeant. He is in Australia. . . Harry S. Hinds, former statistician, District Freight Office, is in the Army and is in Colorado. . . Malcolm E. Bain, secretary to the district freight agent, is also in service in Texas. . . Frederick J. Riggs, file clerk, General Freight Office, has enlisted in the merchant marine and will receive training at St. Petersburg, Fla. . . The following promotions have been made: Walter A. Cremins, secretary to division freight agent, Chillicothe, Ohio; John H. Maxwell, secretary to district

freight agent, Cincinnati; district freight office—R. D. Thompson, secretary to freight representatives; R. C. Kull, clerk; D. F. Penderghast, clerk; Paul H. Fausz, stenographer; R. L. Barnes, stenographer; Miss Edith Hormann, clerk-stenographer; Dwight Watkins, stenographer; M. D. McCauley, stenographer; general freight office—Carl Schmeing, clerk-stenographer; E. W. Edmonds, clerk. New employees in the Freight Tariff Bureau are J. F. Egart, stenographer, and J. M. Lanning, mail clerk. . . Ashar Tullis, payroll and voucher clerk, is again a grandfather. A daughter was born to Mr. and Mrs. Ashar Tullis, Jr. . . Thomas J. West, who, prior to his retirement March 1, was assistant general passenger agent, has been injured by an automobile. . . J. D. (Jimmie) Shoemaker, special service clerk, general passenger office, is seriously ill. . . R. D. Thompson, secretary to freight representatives, married Miss Gloria Ellen Smith. They will reside in Golf Manor. . . Miss Norma Margaret Green and Paul J. Morgan were married August 24. The newlyweds will live at 128 East Clifton Avenue. The bride is the daughter of Mrs. Anna L. Green, of the B&O.

Dayton, Ohio

Correspondent M. C. HUMPERT

The Employees' Welfare Club held an outing at Polo View Camp, Hills and Dales, July 26. Inclement weather failed to mar the outing. Highlights: Inspector of Accounts W. M. Maus frying steaks between the showers; Signal Supervisor H. M. Dryden being an innocent victim of the "boys"; Chief Clerk J. E. Fortman dodging the birds, and William Rosecrans avoiding introductions to Miss Trick.

Office of Terminal Trainmaster, Venice, Ill.

Correspondent RHEA BYRNES

Yard Clerk James V. Thompson's father died July 13 in Boston, Mass. . . Congratulations to Switchman Lloyd Ashford, who has a new baby girl, born August 16 at Granite City, Ill. . . We welcome Ann Petroff. She is in Assistant Agent L. A. Boushard's office. . . Venice Ladies' CTP held their August meeting at the Odd Fellows Hall. Plans were made for a supper at the Town Club in St. Louis in September. . . Yardmaster J. H. Strohm is sick in the Christian Welfare Hospital, East St. Louis. . . Boilermaker P. J. Roche's brother died in Chicago August 9. . . Former Switchman Thomas E. Ferguson and James Hunter report life in the Marines is agreeable. They are at San Diego. . . Yard Clerk Joseph Whalen is now in the Army. . . Switchmen W. B. Giles, B. W. Dugan and H. K. Back also were inducted recently. . . Yard Clerk Leo C. Brust and Miss Audrey Farmer, of Chicago, were married in June in St. Louis, Mo. . . Yardmaster Weller D. Hunt, of Indianapolis, has been transferred here. . . Mrs. Louis Nolfo, wife of the section foreman, received an "Emblem of Honor" on June 24 from Mayor William Dee Becker, of St. Louis. The emblem is given by an association in New York to women having four sons or brothers in the armed services. Mrs. Nolfo has five sons in the service. . . The mother of Locomotive Inspector D. Chamberlain died recently. . . Switchman Samuel W. Daniels left July 6 for the Great Lakes Naval Training Station.

The Alton Railroad

Accounting Department, Chicago

Correspondent C. J. EWING

Herbert, son of Oscar Krischke, suffered a serious head injury in an accident in the machine shop where he works. . . Miss Grace Doner is inspecting crops around Bushnell, Ill. . . E. C. Blaha and wife (the former Esther Kropf) report business is booming in Michigan and around Buffalo. . . Elmer Johnson, who has been promoted to a staff sergeant in the Army, was married August 17 to Patricia Lachine, of Blue Island. Johnson has been appointed to officers' training school at Keesler Field, Miss. . . Bryant Lindberg, now in the Air Force, visited us August 6. He is stationed at Orlando, Fla. . . F. J. Knippel was on duty as an air raid warden on the night of the Chicago blackout test. . . We welcome Miss Anna O'Toole, Miss Paulette Carlson and Robert Slattery, newcomers to our force. . . Joseph Dominick is the father of a new daughter, Joyce Ann, born August 11.

Joliet, Ill.

Correspondent TERESA L. BOURGUIGNON

General Roundhouse Foreman L. P. Welsh is recuperating nicely. . . The Women's CTP held a family picnic at the Inwood Grounds on August 16. There was a large attendance. . . Arthur Lambert,



HUGE CROWD AT DU BOIS CAR SHOP FLAG-RAISING

More than 3,000 persons turned out for this patriotic ceremony at Du Bois, Pa. At least twice as many persons witnessed the parade preceding the flag-raising. General Car Foreman W. P. Hollen headed the committee of arrangements, and railroad and civic officials took part. The new U. S. Flag and the Du Bois shops service flag are shown at left

youngest son of Brakeman George Lambert, has enlisted in the Naval Reserve and is now at Glenview, Ill. He has a private pilot's license. . . Joe Brown, new clerk in the roundhouse, hails from Lockport. . . The roundhouse force has purchased a flag, which they will raise soon. . . Section Foreman and Mrs. N. Bosonetta will leave shortly for Coal City, where Bosonetta bid in a section. We are sorry to see them leave.

Bloomington, Ill.

Correspondent C. E. NORMAN

The Women's CTP held a dinner at the Lakeside Country Club on August 6, and a large group attended. Dwight Green, a Cleveland lecturer, spoke. . . The following have been elected officers of the newly-formed Bloomington-Alton Employees' Credit Union: J. S. Whitson, president; H. A. Smith, vice-president; James Dugan, secretary; Freeman White, treasurer, and T. W. Freedlund, H. A. Pochalski, R. Stewart, John Burke, L. J. Metzner, J. Kerr, R. E. Mitchell and E. V. Zombro, directors. Membership in this organization is increasing rapidly. . . Miss Yuma Ross spent part of her vacation visiting her nephew, Lieut. Harold A. Bishop, at Camp Gordon, Ga. . . Chief Mechanical Timekeeper James E. Waltz has been in Kansas City for the past ten days assisting in the yearly joint facility check-up.

Springfield, Ill.

Correspondent PATRICK L. MEHLICK

Car Record Clerk Guy M. Bradford, of the Ridgely Yard, was on the alert July 10. While checking cars on the Fetzer track of the Alton, he noticed that a transfer truck, loaded with lumber and stuck in the mud beside the road, had caught fire. Bradford called the transfer company, and fire fighting apparatus was sent to put out the fire before serious damage was done. . . Edward J. Norris's father died recently, and Switchman J. S. Chamber's father on June 8. . . George C. Wangard, trace clerk, Division

(Continued on next page)

W. F. Strang Elected Grand Master of New York State Masons

By Correspondent ERNEST BRIARS, Rochester

WILLIAM FREDERICK STRANG, head of the B&O Division Counsel, is the first Rochester resident in forty-four years to be elected Grand Master of the Grand Lodge of New York, Free and Accepted Masons, the highest office of the New York State Masonry.

Mr. Strang first came to Rochester on January 1, 1907, to work for the law firm of Perkins & Havens. Later, he entered office of Harris, Havens, Beach and Harris. From 1912 to 1914 Mr. Strang was an

associate of Havens & Havens, becoming a member of the firm in the latter year. The firm name became Strang, Bodine, Wright & Combs on January 1, this year. For the last thirty-five years the firm has represented the Buffalo, Rochester & Pittsburgh Railway and the B&O (Buffalo-Rochester Division).

Mr. Strang is a graduate of Waterloo, N. Y., high school (1899), Cornell University (1904) and Albany Law School (1906). He is a member of the Genesee Valley Club, University Club of Rochester, Monroe Golf Club, Society of the Genesee, Empire State Society, Sons of the American Revolution, Rochester Chamber of Commerce (second vice-president), Cornell Club of Rochester, Kent Club, and the New York State and American Bar Associations. He is married and has one daughter, Clara.

His great-great-grandfather, Henry Strang, was a captain of the Westchester Militia in the Revolutionary War. Mr. Strang is a direct descendant of Daniel Le Strang, who left Paris in 1685 to become a member of King James II Guards. In 1868 he came to America with his wife and settled at New Rochelle, Westchester County.

Mr. Strang has been identified with the Masons since 1928, and has held numerous important offices.

In 1918-19 Mr. Strang cooperated in the preparation of the so-called Standard Contract.



W. F. STRANG

(Continued from preceding page)

Freight Office, was elected president of the bowling league sponsored by the Springfield Transportation Club. Twelve teams are in the league, and the season began August 28. The Alton-B&O team will participate, with A. A. Zukas as captain. . . Chief Clerk John M. Skube has been made State president of the Fraternal Order of Eagles. . . Switchman E. P. Rowe has been promoted to yardmaster at Venice, Ill. . . Traveling Passenger Agent Neil J. Souder's father, who was for more than fifty years agent, dispatcher and trainmaster for the Wabash, has died. He had retired last year.

Alton, Ill.

Correspondent S. C. RICHARDS

Our sympathy to A. Brown, of the Alton Terminal, whose father, a former train service employee of the C. B. & Q. R. R., has died. He was well known among railroad men. . . C. H. Sanderson, who was moved from the freight house office here to the Elwood (Ill.) office of the Alton, reports that he likes his new position. At least, he isn't losing any weight there. He now hits 275 pounds. . . Bernard Smith, retired freight house operator, has moved back to

his hometown of Carrollton, Ill., and says that friends will always be welcome.

Roodhouse Terminal

Correspondent CLOYD H. SAWYER

Miss Dorothy Scott, daughter of late Roundhouse Foreman J. G. Scott, was married on June 19 to Seaman First Class Fayne Kramer, son of Conductor H. Kramer. The groom served on the U. S. S. Lexington until that ship was sunk in the Coral Sea battle. . . Miss Thelma Petrey, daughter of Conductor J. Q. Petrey, married Charles B. Dawson, of Carrollton, on July 26. They will live in Chicago. . . Engineer Prue Burgess, of Springfield, died June 27. . . Retired Boilermaker Helper Nathan Allen died here June 5 at the age of eighty-six. Mr. Allen retired three years ago after forty years' service with the Alton. . . Mrs. C. B. Ruyle's mother, Mrs. Mary Dolan, died on July 5, and her brother, Charles H. Dolan, of Detroit, on July 21. . . Mrs. G. F. Fischbeck, wife of the conductor, fractured her knee in Wood River recently and is in Alton Memorial Hospital. . . Retired Engineer C. A. Hannaford suffered a stroke on July 5. . . Carman P. W. Stansbury has retired after twenty-nine years'

service on the Alton. He was last employed at the St. Louis coach yards. . . Pipefitter L. M. Bigham, who has been ill since Easter, has retired after thirty-seven years' service. . . C. E. Nell, of Kansas City, a brother of Water Serviceman W. A. Nell, has been transferred to Roodhouse to replace Mr. Bigham. . . Because of increased business, the following furloughed car repairmen have been returned to service: R. E. Pollard, I. E. Hedgecock, Jess Hurst, Edward Lee and J. P. Henderson. . . Harold Oits has been transferred to Roodhouse as night roundhouse foreman.

How Things Have Changed!

AN OLD B&O bill of lading, dated 1860, recently sent to the MAGAZINE by Al Bowman, traffic manager of the J. I. Case Co., Racine, Wis., bears on its back the "Classification of Articles" on which rates were then based. The list includes only four classes, with not more than 500 articles listed.

Today, there are six standard classes in the Eastern Classification territory, and hundreds of thousands of items are listed.

The form of the bill of lading has changed materially since this one was issued by the agent at Baltimore. Its coverage was confined to the movement to our point of connection at Benwood, W. Va.

In the early days of railroad transportation, the lack of uniformity in track gauge and equipment, as well as in the methods of transacting the business of the several carriers, made impossible the through handling of freight consignments. When shipments passed over the lines of two or more carriers it was the practice for each carrier to transfer and deliver the shipment to its successive carrier with the charges prepaid.

It was essential that the initial carrier should deliver to the owner of the property tendered to it for carriage some evidence of the carrier's receipt and acceptance of the goods, and this logically took the form of a written document. This certificate, or bill of lading (as it was called in the law), took many different forms.

With the standardization of transportation facilities throughout the country, through billing methods were established through the medium of inter-carrier agreements respecting through traffic and interchange of equipment. This step towards uniformity among the carriers was reflected in changes in the forms of bills of lading.

Stars and Stripes Raised at Venice, Ill.

By Correspondent RHEA BYRNES, East St. Louis

WHEN employees of the Alton terminal at Venice, Ill., raised a new flag over their building recently, an appropriate figure on the platform was Section Foreman Louis Nolfo, who has five sons in the armed services and a sixth one who is about ready to go.

The program was held in the afternoon, with Terminal Trainmaster F. W. West presiding. The Rev. F. W. Klasner, of St. Mark's Catholic Church, made the invocation, and Mr. West, in a brief introduction, gave credit to Art Squires, H. A. Schmidt and Joe Christal for developing the idea of the patriotic ceremony. He explained that the new banner had been purchased with voluntary subscriptions from employees, and that the flagpole had been purchased and erected by the Company.

Miss Norma L. Lami, director of Music at Venice High School, lead a mass singing of "God Bless America," which was accompanied by the forty-piece high school band, led by W. D. Cavallo.

"It takes money to keep our Flag flying," W. R. Galloway, Jr., superintendent at

Bloomington, told the audience in a brief address, urging them to buy War Bonds to the limit.

Professor E. W. Heob, of the Madison-Venice American Legion Post, told the gathering, "You cannot conceive of an America without a flag, or without railroads." The Rev. O. P. Grobe, of the First Church at Granite City, said the benediction.

Among those on the committee of arrangements for the program were L. A. Boushard, A. A. Wood, L. S. Steen, L. B. Larson and J. Leeson. In addition to Mr. West, Mr. Galloway, Mr. Nolfo, the Rev. Klasner, the Rev. Grobe and Professor Heon, those on the speakers platform included District Supervisor of Terminals G. W. Hunt, General Freight Agent C. M. Groninger, Agent C. B. Kellar, Superintendent of Motive Power C. M. House, Master Mechanic C. W. Esch, District Freight Agent H. J. Cartier, Division Freight Agent W. A. Wilson and Professor H. Gore, superintendent of schools at Venice. Executive officers of the Tri-City Chapter of the American Red Cross were also present in uniform.



CROWD AT VENICE ILL., FLAG-RAISING

Journey's End—From 39

Last five years he had been extra chief dispatcher on the Cumberland Division between Brunswick and Grafton.

Mr. Moser is survived by his wife, the former Josephine S. Gross, of Paw Paw; three sons, Corporal Forrest Moser, of Camp Livingston, La.; Corporal Reid Moser, who is at the Officers' Training School, Fort Benning, Ga., and Eugene Moser, a B&O fireman. Three sisters and a brother also survive him.

He was a member of several lodges and of the American Train Dispatchers' Association. Funeral services were held at his home in Cumberland on July 8.

Always congenial and accommodating, "Sam" made many friends. They all join in extending their sympathy to his family.

Orra H. Hobbs

ORRA H. HOBBS, retired supervisor of refrigeration, died at his home in Baltimore on April 11. Mr. Hobbs had retired



ORRA H. HOBBS
Died April 11

in 1937 after a fifty-eight-year railroad career that he began in Cumberland, Md., as a messenger.

He had advanced through the grades of operator, dispatcher, trainmaster, superintendent, special representative and special agent to the job from which he was retired. As supervisor of refrigeration, he was in the office of the general superintendent of transportation, Baltimore.

Mr. Hobbs is survived by his wife, who is making her home in Baltimore.

John T. Hodges

JOHN T. HODGES, seventy-three-year-old former B&O detective, died at Eustis, Fla., on June 10. For thirty years a B&O employee, Mr. Hodges retired in 1938, and he moved to Florida to make his home there only last year. He was a Shriner and a Thirty-second Degree Mason.

Baltimore and Ohio Magazine, September, 1942

Survivors include his wife, Mrs. Myrtle Hodges; two sons, Thomas J., of Honolulu, and George, of Baltimore; four daughters, Alice K., of Cleveland; Ida George, of Pittsburgh, and Mrs. P. H. McDorman and Mrs. Frank Stern, both of Baltimore, and a step-son, Joseph Ramsay, of Akron, Ohio. Mr. Hodges was buried in Eustis.

Prue H. Burgess

By Correspondent **PATRICK L. MEHLICK**,
Springfield, Ill.

PRUE H. BURGESS, sixty-five, an engineer for the Alton Railroad, died suddenly on June 26. He suffered a heart attack while walking from the Springfield station to a hotel just after he finished his run into Springfield.

Born in Anderson, S. C., in 1877, Mr. Burgess had been an Alton engineer for thirty-six years. He is survived by his wife, Edna; three sons, Robert, of Alton; Guy, of Delavan, and Prue, Jr., of Springfield; two daughters, Mrs. Zella Vaughn and Mrs. Helen Talkington, of Chicago, and five sisters, five brothers and three grandchildren. He was a member of the Roodhouse Masonic Lodge, the Shriners, and he was a Spanish-American War veteran. Burial took place at Roodhouse.

George W. West

By Correspondent **PATRICK L. MEHLICK**,
Springfield, Ill.

GEORGE W. WEST, seventy-eight-year-old retired crossing flagman of Carlinville, Ill., died on June 19 following an illness of ten days.

Mr. West had been employed by the Alton Railroad for about seventeen years, working as crossing flagman at Springfield for some time before moving to Carlinville. He retired from service on January 20 of this year.

He is survived by his wife; three daughters, Mrs. George Wheeler, of Joliet; Mrs. Gertrude Fullkson, of California, and Mrs. Ethel Mann, of Carlinville; three sons, Arthur, of Arkansas; Fred, of Carlinville, and Earl, an Alton baggage helper, of Springfield.

Mr. West was born in Lincolnshire, England, and he had been a member of the Woodmen's Lodge forty-nine years.

He was buried at Carlinville on June 23.

Hunter B. Chapman

THE B&O lost one of its warmest friends in the death of Hunter B. Chapman, president of Shenandoah Caverns Corporation in Virginia. Mr. Chapman died on May 18 following a series of heart attacks.

Mr. Chapman began his career with the B&O as agent-operator, Woodstock, Va., April 1, 1885. Woodstock station itself was a very handsome limestone building, unusual in comparison with others on the Shenandoah Valley line handling the same

amount of business. Mr. Chapman often related that previous to 1888, when the present station was built, feeling in this section ran high against the B&O because of an unfortunate wreck which had occurred when a stock train crashed through a high trestle which had been condemned. Suits were brought against the Company.

One day Master of Transportation William M. Clements stopped off at Woodstock and asked the young agent for suggestions which might help the situation. Mr. Chapman said that the best way to overcome the bitterness would be to replace the old depot with a new one which would be a credit to the community. Within a week the architect was busy and shortly thereafter the construction was begun from the same type of stone later used for the Belt Line Tunnel, Baltimore.

For many years Mr. Chapman was president of the Shenandoah Caverns Corporation and maintained many fine friendships among railroaders. More than this, he had always lent a hand to those needing assis-



L. W. GRAHAM
Died January 23

tance. He built for himself a monument of good deeds. To his survivors we extend sympathy.

Lewis W. Graham

LEWIS W. GRAHAM, veteran telegraph operator, died last January 23. He had completed fifty years of service in November of last year, and was stationed at Bridgeport, W. Va., at the time of his death.

A faithful employee, he had a congenial disposition and was well liked by his legion of friends. The oldest telegrapher in point of service on the Monongah Division, Mr. Graham was a member of the advisory board of the Relief Department, was a life member of the Order of Railroad Telegraphers, and a member of the Masonic Order.

He was married in 1899 to Berde M. Robinson, of Kanawha, W. Va., and she survives him.

"Many Lives Saved by B&O Flying Ambulance"

WE HAVE just had advice from the British and American Ambulance Corps in New York, transmitting information from the British Embassy in Washington concerning the Flying Ambulance purchased in April, 1941, with subscriptions made by the personnel of the B&O-Alton, and presented to the British Royal Air Force through the Ambulance Corps.

As previously advised, the flying ambulance was sent to the Middle East. Now comes the report from the Royal Air Force there that the ambulance "has done and is still doing excellent work in communication flying and in locating aircraft crews that have been shot down at sea, to whom it directs the Royal Air Force high-speed launches. Many lives have been saved in this way."

Radios—From Page 18

for the Great Western, wrote: "As the set will be in use mostly during the night hours when you are broadcasting, I do not know what will be the reaction on our lads if Benny Goodman, Bob Hope or 'Bing' are on the air when Jerry decides to pay us a visit. I think it will be something '..... Jerry,' and the blank will not be 'damn.'"

C. J. Pearson, of the Goods Department of the London and North Eastern Railway at South Shields, asked Mr. Doyle to "convey to those responsible for the gift of this set the grateful thanks of the staff at this station, together with their greetings and best wishes for the future well being of their fellow workers in the U. S. A. and the sincere hope of an early victory to our cause."

"The entertainment which has so generously been provided will materially help to shorten the hours to the time when the last 'all clear' will be sounded," wrote H. C. Dunsby, of the Goods Department of the Great Western Railway at Smithfield station.

Lieutenant W. Webb, commander of the thirteenth platoon of the Forty-third Battalion, London County Home Guard, wrote: "I can assure you that the thoughts which prompted our friends to subscribe for and send us this gift are ones we shall always remember."

Lieutenant Webb's unit is part of the London Passenger Transport Board's Home Guard detachment.

Along with his thanks, Albert Evans, of the London Midland and Scottish Railway, wrote: "We believe we shall triumph in the end—we hope that you will join us in assuring this triumph and—what is perhaps more important—in making certain of the peace to follow with a square deal for friend and foe alike, so that it may never happen again." His letter was written before the U. S. entered the war.

"The radio sets will prove a boon to our members who are on home guard duty during the night, and the kindly thought for those children who have been orphaned is really no more than we might have anticipated from our sympathetic comrades in

America," wrote C. N. Gallie, general secretary of the Railway Clerks' Association of Great Britain and Ireland.

G. C. Clark, traffic agent for the London and North Eastern Railway at the New Bridge Street station, Newcastle-upon-Tyne, concluded his letter as follows:

"Apart from the pleasure and interest which the set will bring to men on fire-watching duty, it will, I am sure, be a permanent and vivid reminder of the ties which now link our two countries in their struggle against the common enemy."

Freight Thieves Take it Easy

DESPITE the fact that freight traffic in 1941 was the greatest on record, claims paid by the railroads in that year as a result of theft of freight amounted to only \$376,490, the smallest amount for any year on record, the Association of American Railroads announces.

This was 7.7 per cent. under the previous record established in 1939, when the total amount of such claims paid by the railroads was \$407,742. It also was a reduction of \$47,429, or 11 per cent. compared with 1940. In 1921, claims resulting from theft of freight totaled \$9,924,747.

In the past twenty years there has been an almost constant reduction in the amount of claims resulting from theft of freight. The reduction in 1941, compared with the preceding year, took place despite an increase of approximately 27 per cent. in the volume of freight traffic. It was brought about largely because of increased efficiency of the police organizations maintained by the railroads, their vigilance in guarding the billions of dollars worth of freight which the rail carriers transport annually, and the increased cooperation of shippers in the better packing of freight.

—From Railroad Data

Personal Injury Record—Seven Months, 1942 and 1941

Rank	Division or Group	Number of Reportable Injuries		Ratio per Million Man Hours	
		1942	1941	1942	1941
1	Ohio.....	32	25	6.29	6.31
2	St. Louis.....	28	12	6.69	3.77
3	Indianapolis.....	9	3	7.05	3.55
4	Akron-Chicago.....	66	71	7.76	9.85
5	Toledo.....	32	13	8.45	3.84
6	Wheeling.....	27	34	8.67	10.55
7	Newark.....	26	15	9.77	6.65
8	Cumberland.....	61	41	9.81	8.48
9	Monongah.....	47	26	10.14	7.96
10	Pittsburgh.....	69	54	11.30	10.51
11	Buffalo.....	50	35	11.39	9.05
12	Baltimore Terminal.....	53	54	12.94	14.90
13	New York.....	28	20	13.07	11.86
14	Baltimore.....	107	73	15.59	14.09
1	N. W. and S. W. Districts.....	193	139	7.57	6.67
2	Pennsylvania District.....	146	123	10.73	10.06
3	Maryland District.....	268	194	12.29	11.47
1	Western Lines.....	193	139	7.57	6.67
2	Eastern Lines.....	414	317	11.69	10.88
1	Martinsburg M. of W.....	0	1	0.00	7.35
2	Glenwood Back Shop.....	2	13	2.12	15.48
3	Du Bois Back Shop.....	3	8	2.27	6.97
4	Mount Clare.....	23	30	9.25	13.38
5	Cumberland Back Shop.....	8	10	11.40	15.90
6	Cumberland Bolt & Forge.....	9	9	13.16	17.18
7	Cumberland Rolling Mill.....	4	2	28.37	18.35
..	Stores Department.....	8	3	5.88	2.46
..	Special Departments.....	29	16	10.47	7.36
..	SYSTEM.....	721	568	9.79	9.36
..	B. & O. C. T. R. R.....	55	38	16.30	11.83

Baltimore and Ohio Magazine, September, 1942

On the Q. T.—From Page 12

parently innocent, difficult to detect, this second program carried on in this country is just as dangerous as any other form of sabotage; it is the spreading of rumors. We must be just as careful today not to spread lies about our country as we are to keep secret the factual information we have. Hitler himself laid down the principle: "To aim at convincing the masses by a long term campaign of lies and exaggerated and misleading facts."

One careless railroader, eager to tell his friends along the line "the story I heard back East" may accomplish more on one trip than the Japanese or German radio propagandists can in a month. Government officials who analyze German radio broadcasts have found that there never has been a single popular doubt or fear in the minds of Americans at war that wasn't instigated by German propaganda.

A good example of how a false rumor can be spread and the damage it can do was illustrated in New York recently. Someone, a person careful to keep his identity unknown, let it be known he was going to get a job putting some of the 1,500 bodies in coffins when they came in from Hawaii. It didn't take long for a story like that to circulate. Although it was an absolute falsehood, the rumor took on authenticity with the telling. Pretty soon it was coming from "reliable sources." Imagine the feelings of families with sons at Pearl Harbor when they hear something like that! Imagine the joyful reception of such stories when they are broadcast in Japan! That's another way to help the Axis, just repeat the lies, no matter how innocent they may sound, when you hear them.

This is a good time for railroaders, like everyone else, to do their job and do it well, taking their satisfaction from the reports of the war they see in the newspapers and hear on the radio, knowing they had a hand in the victories. Let's not be stricken with conscience when we realize we might easily have had a hand in the losses. Railroaders have a tremendous job to do in this war—but let's don't talk about the details of it until the job's done.

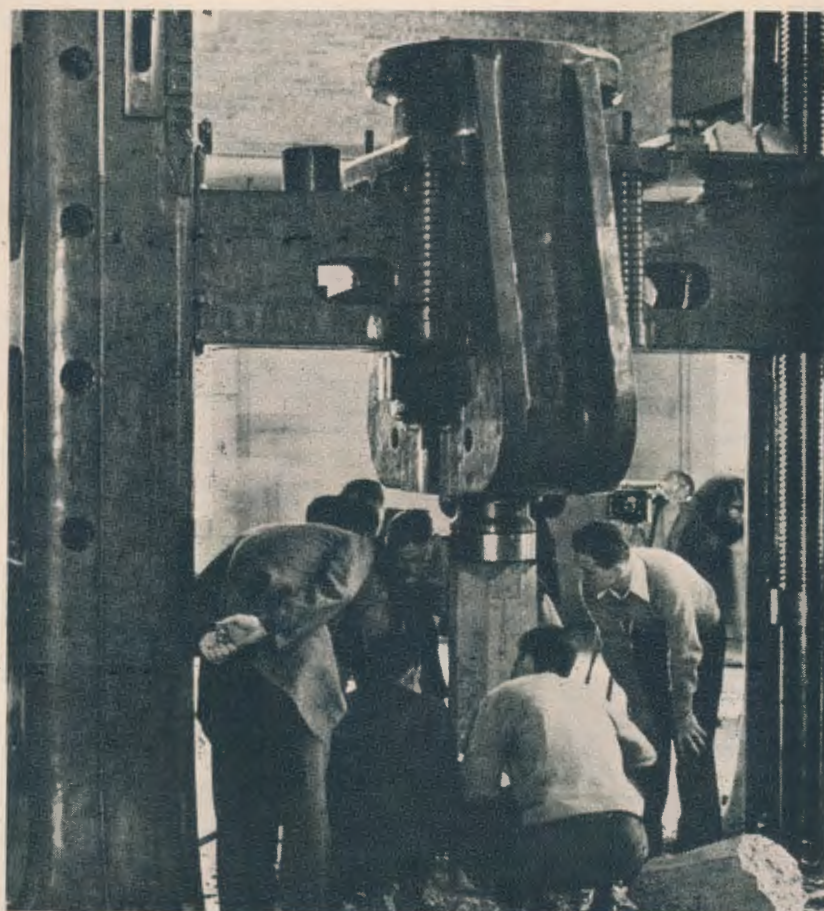
V-V-V-V

Priorities—From Page 48

J. Burns. (Burns has since enlisted in the Army, and has been succeeded by Miss Pearl E. Welsch, a graduate of Strayer's Business College.)

In addition to securing priority ratings, the department handles the details of securing the railroad's gasoline in the eastern states, where gas is rationed, and it must also see that the WPB orders directing substitutes for certain critical materials are made known to the various railroad operating departments.

Baltimore and Ohio Magazine, September, 1942



Students at Northwestern Technological Institute gathered around a new testing machine which can exert one million pounds of pressure and which cost \$90,000 to build

Institute—From Page 13

Its equipment includes the world's most perfect sound-proof room, the coldest large-scale research room, a 1,000,000-pound transverse-universal testing machine, and a 5,000,000-pound hydraulic testing machine.

Ovid W. Eshbach is dean of the Institute, and F. George Seulberger is Professor of Cooperative Education and Director of Industrial Relations, in charge of the cooperative program.

Chief speakers at the dedicatory ceremony

included Donald Nelson, chairman of the War Production Board; Lieut. Gen. William Knudsen, head of production activities for the government's war program; Jesse Jones, Secretary of Commerce; and Charles F. Kettering, General Motors' vice-president in charge of research.

A number of railroad executives were on the Honorary Advisory Committee for the dedication, including President Roy B. White, of the B&O.

People Pleased—From Page 38

load to a stop, and we were left on the platform.

"Your agent, who felt as badly about the loss as I did, then made arrangements with the local hotel to find a room for me. He said he would wire Chicago and have the early morning flyer stop for me. After I reached the hotel, he telephoned that he had been successful and that the train would stop.

"Next morning, when I awoke about quarter to six, it was raining hard. If ever I felt dispirited, it was then. No taxis were available, and I envisioned a fifteen-minute walk which would leave me soaked to the skin. I came downstairs to give up my key, and, to my astonishment, there was your ticket agent in the lobby.

"He greeted me with, 'I made up my mind that you weren't going to miss this train.' He led me to his car and drove me to the station. He stayed with me until the train pulled in, and would accept nothing in return—although the service he had rendered was far beyond what I expected.

"I will long remember Ravenna and the friendly service paid me by your agent. He has done more to rivet the words, 'Baltimore and Ohio' in my memory than a dozen advertisements of the railroad. He is a living advertisement himself, and I hope you can in some way bring to him the heartfelt appreciation of this passenger."

Not because we feel obliged to do so, but just because we want to do so.

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| <input type="checkbox"/> Air Conditioning of | <input type="checkbox"/> R. R. Cars | <input type="checkbox"/> R. R. Apprentice Training |
| <input type="checkbox"/> Boilermaking | <input type="checkbox"/> Bridge Engineering | <input type="checkbox"/> R. R. Car Repairer |
| <input type="checkbox"/> Bridge and Building Foreman | <input type="checkbox"/> Commercial | <input type="checkbox"/> R. R. Engineering |
| <input type="checkbox"/> Diesel Engines | <input type="checkbox"/> Locomotive Engineer | <input type="checkbox"/> R. R. Signaller |
| <input type="checkbox"/> Locomotive Fireman | <input type="checkbox"/> Machinist and Toolmaker | <input type="checkbox"/> Railway Rate Clerk |
| | | <input type="checkbox"/> Ry. Teleg. & Teleph'y |
| | | <input type="checkbox"/> Roadmaster |
| | | <input type="checkbox"/> Section Foreman |
| | | <input type="checkbox"/> Traffic Management |
| | | <input type="checkbox"/> Welding |

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Blood Donor—From Page 11

waiting to begin training for an ensign's commission in the Navy.

He had given blood to the Red Cross once before, he said, his whole college class coming down at one time to make a donation. It was a simple operation, he assured me.

Then the doctor came into our booth. He was a young man, an interne at John Hopkins Hospital who worked at the blood donor station one day a week without pay. He took a pad of raw cotton, soaked it in a liquid, and rubbed it lightly over the skin of my arm on the inside of the elbow joint. It was cooling and it numbed the skin. Then he inserted the point of a small hypodermic needle, which I hardly felt. It numbed the nerves, for I felt nothing at all when he put in a larger needle and inserted it into the artery. The large needle was in a glass tube, to which was attached a rubber hose several feet long extending down to a stool beside me. A pint jar was attached to the other end of the hose.

I couldn't see my jar. The nurse told me that most people don't want to see it.

But, being curious, I managed to stretch my neck a little and see the jar for the fellow opposite. It seemed to be filling quickly.

I lay back thinking. Minutes passed slowly, but there was no sensation at all. Except for the slight pressure from the strip of rubber around the upper part of the arm in which the needle was, I felt nothing. Six minutes passed; seven, eight. The doctor sat between the two beds keeping a close watch on the two of us.

I stretched my neck again and saw that the jar below the other bed was nearly full. Was mine? I wondered. The doctor leaned over the other bed, pinched the rubber tube off the bottle and gently removed the needle from the Hopkins' boy's arm.

The doctor looked at my jar again. "Why did the other jar fill before mine?" I asked. "His blood vessels are bigger than yours," the doctor answered. "His are probably as big around as this fountain pen"—he motioned to the one in his pocket—"while yours may be only half that size."

More minutes passed. The chap in the other bed had been told to lie still for a few minutes. Finally, the doctor said a few words to the nurse and went out to lunch. In a few more minutes the nurse removed the needle from my arm. Before lifting the jar, however, she put it in a cloth bag so I wouldn't see it. I was feeling like a veteran now, and I told her it wouldn't have made any difference. But she said that they didn't take any chances on people growing faint at the sight.

The nurse told me to lie still a little longer, too, and then she asked us both what we wanted to drink: coffee, plain or chocolate milk. We both picked milk, and in a few minutes she was back with two bottles. As I sat sipping at the straw, I had a chance to glance about the room. There must have been about a dozen alcoves, most of the beds in them occupied. At that time of day, most of the donors appeared to be women, and some of them seemed well over fifty years of age. The doctor had told me that about 100 donations had been made that morning in little over four hours.

After we finished our milk, we were invited into another room where a luncheon table was set up. Six women and three men who had given blood were eating. A Red Cross canteen worker asked me what I would like. I chose a cheese sandwich, a cup of coffee and a plate of ice cream, and it was brought out to me on a paper plate. Attached to the paper napkin that was put beside me was a white lapel button bearing a red cross and blue letters reading "National Emergency Blood Donor." With the napkin also was a sticker for my front window to indicate that I had given a

pint of blood for some wounded American soldier or sailor.

The young fellow who had been my companion during the operation got the same kind of button as I did, except that his bore a red star indicating that he had donated a pint of blood for the second time. I noticed another man who had a button with two stars. He was a three-time donor.

I finished my lunch slowly, chatting with the Hopkins boy. When we walked out through the lobby, there were many more people waiting. I put my blood donor button on my lapel and walked back to my office fingering my new penny and feeling rather quietly proud of what I had done.

V-V-V-V

Diners—From Page 22

oped an air-cooling system in 1906, and a device of his was installed in a B&O diner, which was then put into trial service on the Washington-Chicago line, and subsequently used on a special convention train to Atlantic City. It was the first successful air-cooling device ever installed in a railroad car, according to T. H. Russum, who was then in charge of the Car Department.

More elaborate improvements followed rapidly. In 1912, the average dining car cost \$50,000. In 1925, a popular magazine reported that dining cars of the nation's railroads were serving 30,000,000 meals a year. In 1930, the B&O was operating the first air-conditioned car in the world, the "Martha Washington" diner. Later, special menus, at reduced prices, were prepared for children. Lunch counters and other services were introduced for passengers who did not want full-course meals in the diners.

The modern special Baltimore and Ohio train is equipped to provide food and drink for every taste and every pocketbook. The B&O's new "Columbian," for example, has a buffet-lounge car, a dining car and an observation-cocktail lounge car, each one designed to make eating a pleasure on the fast journey between Washington and Chicago.

V-V-V-V

School Goes "B&O" to Washington

NINETY pupils from the public school in Damascus, Ohio, made a trip to Washington this summer via the B&O. The school superintendent, Carl Long, son of Pensioned Carman Ray Long, of Willard, Ohio, reported to his father that "Traveling Passenger Agent Shultz, of Akron, did everything possible to make our trip an enjoyable one. . . Our check to the Company amounted to \$1,179." Carl Long said that the senior class of a nearby high school also chose the B&O for its annual trip to the Nation's Capital.

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